WEATHER SYNOPSIS

The barometer is rising on the Coast and fine, warmer weather is becoming general. Rain has fallen in Central British Columbia and in parts of Alberta.

The Daily Colonist.

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NO. 214—SEVENTY-SECOND YEAR — VICTORIA, BRITISH COLUMBIA, SUNDAY, AUGUST 17, 1930 — FIFTY-SIX PAGES

HON. W. A. McKENZIE LEADS PARTY INTO GAS-FILLED TUNNEL

Minister of Mines Enters Blakeburn Mine With First Party to Resume Search for Bodies of Victims of Wednesday's Explosion—Married Men Barred From Participation

Experts Explore Workings and Permit Rescue Gangs to Return

(Special to The Colonist)

COALMONT, B.C., Aug. 16.—Led by Hon. W. A. McKenzie, Minister of Mines, who accompanied the first group of workers into the blackness of No. 4 tunnel at the Blakeburn mine today, efforts were renewed to penetrate to the lower part of No. 10 level, where forty-two bodies of victims of Wednesday's explosion are believed to be located. On Friday, smoke, indicating the existence of fire beyond the barricade of debris choking the tunnel 300 feet from the stalls where the men were working when the gas blast occurred, drove the rescue parties from the mine.

Early this morning James Dickson, chief inspector of mines; James Strang, assistant chief inspector, and officials of the colliery made an examination of the workings, and agreed that rescue work might be resumed, although it was realized that such would be accompanied with grave danger.

MARRIED MEN BARRED

Only single men were permitted to volunteer for the hazardous venture. Married men were barred from participating in the dangerous undertaking. Against this order was much complaint from those married men who, with hardly an hour's rest from the occurrence of the explosion, had battled against the terrors of black afterdamp, live gas, and possible caving, in almost superhuman endeavors to reach their entombed comrades.

Gaunt and haggard, these veterans of the mines, protested that their lives were no more valuable than those of younger men, and implored leave to once more go down the incline from the main tunnel to hack and tear at the obstruction that blocked ingress to No. 13 level. Hon. W. A. McKenzie also insisted that it was his right to share the dangers of the make with others. He donned a gas mask and overall and headed the first group of rescue workers to enter the mine. His example encouraged the miners who perhaps nothing else had done since they were driven out of the colliery the previous day.

WORK ORGANIZED

Shifts have been properly organized by George Murray, mine manager, and Harry Hopkins his assistant. Men are only permitted to work for short periods in the poisoned atmosphere below ground. As soon as one shift quits another stands ready to take up the work of attacking the cave-in.

Other parties under direction of Inspector John Bigin, who has proved himself to be a real hero, are exploring other levels and portions of the big colliery that are accessible. Attempts are being made to reach No. 15 level from a higher haulage way. A connection existed at higher ground from No. 15 for a return airway, but this, it is reported, has been closed by caving coal and timber. At first it was supposed that some men might have managed to

Continued on Page 2, Column 4

MORE TROOPS TRANSFERRED TO PESHAWAR

Government Fears Spread of Afridi Revolt on Northwest Indian Frontier

DECISIONS OF GREAT JIRGAH ARE AWAITED

By CARROLL RINDER

(Copyright, 1930, by The Chicago Daily News Service Reprinted)

LONDON, Aug. 16.—While London offices and quarters continue to declare that "the situation on the Northwest Indian frontier is not alarming and the Government has it well in hand," both newspapers and nongovernmental experts on Indian affairs are decidedly worried by developments around Peshawar at the Khyber Pass.

They discern in the statement of Lord Irwin, Viceroy of India, and the accompanying proclamation of martial law in Peshawar and authority for its extension through the entire Northwest province the likelihood of a serious native challenge to British authority there.

THE GREAT JIRGAH

They are watching the great Jirgah, or meeting, between the Afridi and Orakzai tribes in the Bara Valley, southwest of Peshawar. That is expected to indicate the extent the Afridi tribesmen and India Nationalist propagandists supposed to be assisting them, are successful in enlisting other tribes.

That the Government is anticipating a spread of the revolt is indicated by the transfer to Peshawar of numbers of troops whose presence is also desirable in other parts of India. Much depends upon the response of the powerful Mohmand tribe to the Afridi appeal. Should the Tribe be required to fight the Mohmands in the barren rockbound "no man's land" at the Khyber Pass, it would need a large expeditionary force and would face the greatest hardships of heat sandstorms and locusts prevalent in that treeless region, where all favors the native.

London is hopeful that the uprising will not assume such proportions, but some observers here expect vigorous military action against the "redshirt" tribesmen

Continued on Page 12, Column 6

B.C. Tree Now Flagpole at Toronto

ONE of the features of the Canadian National Exhibition at Toronto this year will be the 195-foot flagpole, presented by the Government of British Columbia. This huge stick was taken to the Queen City via Panama Canal last year. The photograph at the left shows the pole in position, and the other shows the seventy-seven-foot crane used in raising operations.

New Hybrid Berry Being Propagated By Hatsic Grower

VANCOUVER, Aug. 16.—Nature has out-Burbanked Burbank himself in British Columbia, and has produced a new variety of fruit that promises to add a delicious berry to the market.

Known as the black loganberry, this fruit has been cultivated from a small wild bush by A. E. Dann, of Hatsic, until he now has nearly an acre in bearing. Some years ago he discovered a small bush near his loganberry patch which bore a large black fruit, seemingly a cross between blackberry and loganberry. By a process of selection over the past few years the fruit has been developed until this season's berry has reached the record length of two inches.

Says Foreign Boats to Have Big Advantage

KETCHIKAN, Alaska, Aug. 16.—Conservation measures affecting halibut in the Canadian waters of the North Pacific may redound to the benefit of foreign fishermen at the expense of Americans who discovered the industry, built up the industry, Captain Jacob Engdal, president of the Fishing Vessel Owners' Association here said today.

Closing of the banks to Americans in the Winter months will open them to Japanese or other interests because the banks are in international waters, Captain Engdal explained. He recommended either an international agreement covering the situation or an open season the year round in the area west of Cape St. Elias.

Captain Engdal said he would present his views at the international halibut hearing in Seattle August 20.

Envoy to Canada To Assume Post At Ottawa Soon

MASON CITY, Ia. Aug. 16.—Col and Mrs. Hanford MacNider will leave tonight or tomorrow for Washington, D.C., and Ottawa, Canada, where the colonel will acquaint himself with the duties as minister to Canada. They will not move to Ottawa until later, MacNider said.

Flames of Forest Fire Threatening Wisconsin Village

MARINGO, Wis., Aug. 16.—A forest fire which advanced to within a mile and a quarter of this village, retreated tonight with a dying wind, after burning over between 20,000 and 30,000 acres of second-growth timber. For a time it was feared the town would be wiped out, but a shift of wind blowing flames back over the area they had burned and a dead calm tonight reassured citizens. The flames burned on a ten-mile front.

Victoria Man Wins Governor-General's Match at Ottawa

Major Fred Richardson Defeats 149 Younger Sharpshooters to Win Canada's Premier Award at Connaught Ranges—Has Represented Dominion at Bisley 14 Times

S.M. E. J. Read, Esquimalt, Close Second

CONNAUGHT RIFLE RANGES, OTTAWA, Aug. 16.—Major Fred Richardson, Victoria, British Columbia, showed the way to 149 younger men when he won the Governor-General's Match, greatest event of Canadian marksmanship, with a total of 245 points out of five ranges. Sergeant-Major E. J. Read, Esquimalt, was just one point behind Major Richardson in the final tally.

Victoria Marksman Wins Big Shoot

Major Richardson's victory today in winning the Governor-General's Match marks the culmination of a life time's effort. Member of the Canadian team to Bisley on fourteen occasions, and past his sixty-second milestone, Major Richardson has been among the leading expert shots for many years, but today achieved his greatest ambition. Although he had represented Canada at Bisley many times, he had never won the crown he now wears.

HAS SPLENDID RECORD

Born in Scarborough, Eng., he early in life evinced a great interest in marksmanship. He first made the Bisley team in 1901 and since that time has ranked among the leading scorers. Other years that he visited Bisley include: 1902, 1903, 1909, 1910, 1911, 1912, 1913, 1919, 1920, 1921, 1924, 1928 and 1929.

At different times Major Richardson acted as coach of the Canadian team, in the Kolapore team match.

Richardson's score at the final range was a remarkable one. Out of fifteen shots, he scored seven straight bull's-eyes. His last shot struck the centre of the black disc more than half a mile away for a perfect finish.

WON AT LONG BRANCH

This excellent feat follows on the heels of his winning the Lieutenant-Governor's Match at Long Branch, Ontario, rifle meet with a score of 116 points. In this event he was the only man to score a possible at the 900-yard range.

By Major Richardson's victory a position was given to Ontario in vastly superior to the so-called prohibition Governor's Match at Long Branch, Ontario, rifle meet with a score of 116 points. In this event he was the only man to score a possible at the 900-yard range.

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Detroit, which recommended as the 1931 convention city.

Continued on Page 6, Column 3

MAJ. FRED RICHARDSON, O.B.E.

EAGLES WILL STUDY EMPLOYMENT PROBLEM THROUGH COMMISSION

SAN FRANCISCO, Aug. 16.—Appointment of three prominent business executives to head the organization's national unemployment commission closed the thirty-second annual convention of the Fraternal Order of Eagles here today.

Following his installation as grand national president of the order, Robert E. Proctor, Lockheart, Ind., announced plans for an immediate educational campaign to that end. He said he would remain on the Pacific Coast for two months.

Detroit, which recommended as the 1931 convention city.

Continued on Page 6, Column 3

B.C. Premier Congratulated For Road Plan

VANCOUVER, Aug. 16.—A resolution congratulating Premier S. F. Tolmie on his work in connection with the proposed British Columbia-Alaska Highway, was passed this morning at a meeting of the Pacific Boundary and Prince Rupert Commercial Association. Delegates from Longview, Tacoma, Seattle, Everett, Bellingham, Victoria and Vancouver were present.

Completion of the highway would be one of the biggest aids to tourist travel in the Pacific Northwest, in the opinion of the meeting.

Great success of advertising programmes, especially in Southern territories, was reported. David Lemming, president of the association and president of the Victoria Chamber of Commerce, presided.

LIQUOR SYSTEM IN PROVINCE IS AHEAD OF U.S.

Public Support of Regulations Will Contribute to Its Success

CHAIRMAN INUNDATED BY PLEAS FOR POSTS

Liquor control as practised in British Columbia, with the support of the public behind it, is vastly superior in results to those being obtained with so-called prohibition enforcement in the United States, Henry B. Thomson, chairman-elect of the new liquor control board, stated yesterday in his first public utterance since his return from the United Kingdom to take over his new duties.

Mr. Thomson, widely known and respected throughout the province both for his able work in food conservation during the late war and for his optimistic viewpoint of the future destinies of British Columbia, will take up his new duties shortly.

Commenting on the importance of public support for the successful operation of the liquor control control, Mr. Thomson said:

"Statistics show that prior regarding prohibition enforcement in the United States at the present time would make it appear that that country has brought about, with regard for the laws of the land. Anyone should appreciate that we are working under better conditions in British Columbia, and I believe that is because our system is vastly superior to the so-called prohibition system in the United States to-day."

Continued on Page 3, Column 7

VESSELS RUSHING TO AID DISABLED LINER

300 Passengers and Crew of Union Line Steamship Tahiti, Which Is Waterlogged and Disabled in the South Pacific, Are Awaiting Arrival of Rescue Boats

Order to Man Lifeboats Countermanded by Master

(Associated Press)

SAN FRANCISCO, Aug. 16.—Approximately 300 men, women and children, passengers and crew of the Union Line steamship Tahiti, which became waterlogged and disabled in the South Pacific 460 miles southwest of Raratonga, Cook Islands, were awaiting the arrival of the Matson Navigation freighter Janybryn, nearest of four vessels in that general vicinity rushing to render assistance.

Reports received Saturday in San Francisco, direct from Suva by the Associated Press and by the Matson Navigation Company, from the steamer Ventura said at on board had taken to life boats and abandoned the Tahiti. A report from Wellington, N.Z., at 5 a.m. Sunday, New Zealand time (11 p.m. E.S.T., Saturday), said the master of the disabled ship had countermanded the order to take to life boats, and the arrival of the Janybryn was expected Sunday afternoon, New Zealand time. Transfer of passengers and crew to the Janybryn was to take place before dark.

ONE OF LARGEST SHIPS

The Tahiti, one of the largest ships plying the Pacific, left Wellington for San Francisco, August 12, with 175 passengers and a crew of 142. It was due in San Francisco August 28.

The vessel got into trouble when it lost its starboard propeller and bilabelt, and began to leak. The cause was not ascertained. The No. 4 hold began to leak early Sunday, New Zealand time (9:30 a.m., E.S.T., Saturday). Captain A. T. Totten, master of the ship, ordered all aboard to lifeboats. It was this order that was countermanded, presumably when it was realized the vessel would remain afloat until the Janybryn could reach it. In addition to the Janybryn, three other vessels were rushing to the Tahiti. These were the Matson line Ventura, six miles from Suva, the Tutoa, diverted from the Fiji Islands, and the Tagua, six route from Honolulu. The Tagua was expected to reach the Tahiti Sunday night, New Zealand time.

SIR HUGH P. ALLEN

None of the Tahiti's passengers were not immediately available. The only name mentioned in dispatches was that of Sir Hugh P. Allen, director of the British Royal Mail Steam Packet Company.

Officers aboard the Tahiti are: Captain A. T. Totten, Chief Officer N. J. Siepen, Second Officer D. J. McKenzie, Third Officer J. W. Madden, Purser F. H. Ferguson, Surgeon Dr. Lester, Chief Engineer C. J. McPherson, Second Engineer J. Thompson, Third Engineer E. M. Danby and Chief Steward M. McPhee.

Continued on Page 3, Column 8

FIERCE STORM TAKES TOLL OF FOUR PERSONS

Over $1,000,000 Damage in Two States Caused by Cloudburst

TOBACCO CROPS ARE ALL BUT DESTROYED

BOSTON, Mass., Aug. 16.—Four persons were killed and damage estimated at more than $1,000,000, was done in Massachusetts and Connecticut today by a cloudburst, accompanied by thunder, lightning and hail.

Worcester, in the centre of this state, apparently suffered the brunt of the storm. As the storm swept on a path eastward and southward, the tobacco crops at Windsor, Enfield, Thompsonville and Suffield, Conn., and Westfield and Southwick, Mass., were all but destroyed by hail and rain.

LIGHTNING HITS SHED

Three of the dead were killed at Windsor when lightning struck a shed in which they had taken refuge. They were Fred Tibbie, fifty-one, George Nolan, forty-one, and Alfred Bean, fifty, of Poquonock. Philip Wolf was injured by the bolt.

At Farmingham, Mass., Charles Bowes, thirty, West Concord, was killed by lightning while with other workmen in a house they were repairing when he was killed. Ernest McGrath, twenty-eight, and John McGrath, twenty, brothers, were rendered unconscious by the bolt, which came through the ceiling.

At Weymouth, on the south shore, a tornado driver was seriously injured by a bolt which struck his cab.

The estimate of a least $1,000,000 damage came from Worcester, where stores and cellars in the hilly city were flooded. Automobiles were overturned by the torrent, which ran over the sidewalks and into the cellars of stores, destroying stock.

Two children attempted to cross Vernon Square, at the foot of a steep hill, when a sudden rush of water trapped them. They were swept off into the torrent and one, a girl, was carried away by the water and caught beneath an outlooking rock. Men rushed to her aid. She was taken to hospital.

At Enfield, Conn., more than 100 acres of tobacco plants were destroyed at a loss exceeding $40,000. The tobacco crop in almost all of the towns surrounding Thompsonville was damaged.

LIGHTNING RUSHES TO AID DISABLED LINER

Military Governor of Tabriz Threatens Expulsion if Command Not Obeyed

PERSIA IS OFFENDED BY TURKEY'S ACTION

By CARROLL RINDER

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LONDON, Aug. 16.—The military governor of Tabriz, who is commander-in-chief of Persia's Western forces, has ordered the commander of the Turkish troops, now fighting the Kurds on Persian soil, to return to Turkey within twenty-four hours, it is learned from authoritative Persian sources here.

Persia is offended by the Turkish violation of her sovereignty and intimated that it will forthwith expel the Turks if the order to withdraw is not obeyed.

EXCHANGE OF TERRITORY

For the present, Persia refuses to treat with Turkey regarding the exchange of territory around Mount Ararat, to which the Kurds retreat when pursued by the Turks, for Kurdish Turkish territory on some other section of the frontier.

Persia promises to carry out the Turkish campaign against the Kurds with Persian Government troops claimed to be at the disposition of the Tabriz military governor during discussions with the Turkish ambassador here. Persia's prime minister finally demanded the evacuation of Persian soil as a prerequisite to a very friendly one.

ON TURKEY'S BEHALF

It is expected that Kemal Pasha, Turkey's president, has requested former King Amanullah, of Afghanistan, to mediate with the Persian Shah on behalf of Turkey. Amanullah's daughter is engaged to the Persian Crown Prince, while Kemal is reported to be very friendly with Amanullah's sister.

Persia mobilized 60,000 troops days ago and already had 30,000 regulars in the disturbed provinces.

SAYS ABSOLUTE FREE TRADE IS NOT POSSIBLE

Sir Norman Hater Declares Inter-Imperial Preferences Approved by Australians

FAVORS RELAXATION OF ALL DUTY WALLS

BANFF, Alta., Aug. 16.—"I am not able to get a clear idea of just what Lord Beaverbrook and Lord Rothermere are aiming at, but if their object is absolute free trade within the Empire, then they are attempting the impossible." This statement was made by Sir Norman Hair, member of the Legislative Council of New South Wales, Australia, at the Banff Springs Hotel today.

"I am a free trader," he continued, "and would certainly like to see free trade within the Empire, if not throughout the world. The former might have been possible if the idea had been mooted about forty years ago, but today, taking Australia as an example, protection is now the settled policy of the Commonwealth, and it would be impossible for various reasons to depart from it entirely.

"If, however, the objective is free

Continued on Page 5, Column 9

Eleven Buildings At Alice Arm Are Destroyed by Fire

ALICE ARM, B.C., Aug. 16.—Fire broke out in the business section of this town, starting in the Palace Hotel and destroying eleven buildings, including the Pioneer Hotel, Pioneer Cafe Building, Sunset Hotel, Blackwell Rooming-house, Alice Arm meat market, all of which are a total loss. The meat market building was dynamited to save other buildings.

The whole business section for a time was in grave danger of extinction. No lives were lost. Heroic efforts of volunteers saved the Wilcox Hotel. Very few personal effects were saved from the buildings. The fire had a good start before assistance was available.

The estimated loss is $14,000.

WHALE WASHED ASHORE

HOQUIAM, Wash., Aug. 16.—An eighty-foot whale was washed up from the depths of the Pacific Ocean on the beach near the mouth of the Queets River today.

SHOOTS WIFE; KILLS SELF

SEATTLE, Aug. 16.—Four months after the divorce which ended twenty years of married life for them, John A. Goldmann today shot and critically wounded his former wife, mother of his four children, as she fled from home, and then committed suicide on the front lawn

NEITHER MOTOR NOR PILOTS ARE WEARY

Greater St. Louis Endurance Monoplane Has Been Twenty-Seven Hours Aloft

ST. LOUIS, Aug. 16.—"The roto of the little orange and yellow monoplane roaring in the air this afternoon to tell the world that the motor of the record-breaking plane, which has been aloft for the ship's determined pilots, Dale Jackson and Forest Orfman, were weary after nearly four weeks in the air.

The plane's radio transmitter was repaired and Jackson and Jackson for about two days, and Jackson said the power was the engine's oil pressure was still satisfactory.

"THIS IS THE LIFE"

"This is the life," he said, "although our bunghole leaks some when it rains."

At 7:11 p.m. (C.S.T.), today, the flyers had been circling around Lambert-St. Louis field for 656 hours, almost twenty-seven days. If they are still up early Monday morning they will have rounded out four weeks of their projected flight.

Continued on Page 13, Column 2

Pender Harbor Hospital Opened by Hon. R. R. Bruce

New Unit of Columbia Coast Mission Made Possible by Efforts of Rev. John Antle—Replaces Famous Floating Station

PENDER HARBOR, Aug. 16.—One of the most interesting ceremonies that has taken place in British Columbia in recent yr.rs was enacted here this afternoon, when Lieut.-Governor R. Randolph Bruce formally opened the new hospital unit of Columbia Coast Mission.

Rev. F. S. Heathcote, of Vancouver, dedicated the institution.

It was about 4.30 p.m. when the Sa. Princess Patricia, from Vancouver, loaded with the official party and interested spectators, steamed into Pender Harbor. Among the boat was the man who made the hospital possible—Rev. John Antle, skipper of the Columbia Coast Mission.

When storms last January destroyed the floating hospital, and at the mission as it was being towed to Pender Harbor from a more northerly location, Mr. Antle determined to replace it with a structure to be built ashore. Faced with a cost of $10,000 for the new hospital, he opened a subscription list.

GOVERNMENTS ASSISTED

The Government at the new boat docked was provided by the Dominion Government, as was a grant of $2,000 from the Indian Department, whereas the road and retaining wall that led up to the hospital building were built by the Provincial Government, which also donated $1,000 toward the erection of the building. The miniature hydro-electric plant and water supply was the result of the work of A. D. Greer and F. Elwell, who constructed

Continued on Page 5, Column 3

Huge Crowd Greets British Dirigible Upon Return Home

$450,000,000 NAVAL PROGRAMME PRUNED

Japanese Finance Ministry Cuts Cost for Auxiliary Ships Construction to $125,000,000

By F. ELMER

(Copyright, 1930, by The Chicago Daily News Service)

TOKIO, Aug. 16.—The Japanese Finance Ministry today revealed a strong opposition to the $450,000,000 programme, recently announced by naval authorities, for reorganizing the navy to offset alleged disadvantages accruing from the London Naval Treaty.

The ministry has decided to allocate a maximum of 250,000,000 yen ($125,000,000) for the construction of auxiliary ships under the pact, whereas the naval programme involved an expenditure of 500,000,000 yen ($450,000,000) during the next five years.

Furthermore, the Finance Ministry recommends that the five-year programme start in 1933, and also separate consideration be given to proposed large scale expansion of the naval air force

Continued on Page 5, Column 5

CARDINGTON, Eng., Aug. 16.—The R-100, largest airship in the world, tonight swung in her home mooring after successfully completing a fifty-seven-hour crossing of the Atlantic Ocean from Canada. The ship arrived over Cardington airport at 10:40 a.m. (6:40 a.m., E.S.T.) and was safely moored an hour and twenty minutes later.

Eighteen days ago the great craft left for St. Hubert airport, Montreal. The outward crossing was made without incident, except for a fear lest one of the four Diesel engines days in Canada, the R-100 started for home and made excellent time until she reached the mid-Atlantic where she encountered high winds and rain which slowed the speed at times to fifteen miles an hour, but later the weather cleared and the big ship, with a tailwind behind her, sped over the ocean at ninety-two miles an hour. The delay was enough to spoil the hope of a record crossing, but the time was considered good at that.

37 HOURS 18 MINUTES

The dirigible left Montreal at 9:38 p.m., E.S.T., Wednesday night, and completed the 2,387 miles crossing in 37 hours 12 minutes of flying time as shown by the log.

Enthusiastic crowds witnessed the landing. After sending a consignment of fresh Canadian flowers to Queen Mary and a box of Canadian

Continued on Page 5, Column 3

ORDERS TURKS TO WITHDRAW FROM PERSIA

From the Colonist Tower

Sunday, August 17

THE WEATHER

Victoria and Vicinity—Light to moderate winds, generally fair and warmer.

Sun Rises, 5.16 o'clock.
Sun Sets, 7:56 o'clock.

Low Tide—3:16 a.m., 2.6 ft.
High Tide: 7:13 p.m., 8.5 ft.

Final Clearance
SPECIAL FOR MONDAY
Short lines in "Georgina" Famous Quality Shoes for women. Regular $10.00. To clear ... $4.95
MUNDAY'S
Seaward Bldg. Better Fitting Shoes 1203 Douglas St.

ffrench Remedy Co. Preparations for the Dog, Cat and Fox
We are sole agents in Victoria for those well-known preparations, including Vermicide Capsules, Tonic and Laxative Globules, Eye and Ear Powder, Shampoo Granules, Flea Soap and Powder, Mange Salve, Etc.
Sold Only at
THE OWL DRUG CO., LTD.
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A Few 1930 Radios at Sacrifice Prices
Come Early and Get Your Pick
H. D. MAINWARING & CO.
615 Fort St. Phone 6011
Home of Atwater Kent Golden Voice Radio

Beatty
If your next Government makes us strong a combination as the Beatty Washing Combination, British Columbia will enjoy real prosperity. We appeal to you on our past record to wash the Beatty way.
BEATTY WASHER STORE
1609 Douglas St. Phone 8417

See the New All-Enamel BURBANK
Colored to match your kitchen . . . green, blue, white, ivory, etc. Terms from
$1 a Week
HATT'S
HARDWARE
1418 Douglas St. Phone 1645

A Summer Pick-Up for the Lawn
Triangle "B" Fertiliser Makes the Brown Patch Green
obtainable at
PACIFIC FEED COMPANY
800 CORMORANT STREET

HEADQUARTERS FOR Roofing
Our price will mean a real saving to you.
ESTIMATES FREE
H. R. Brown
Contractor
1009 Blanshard St. Phone 815
"For Seventy Years Secrets Has Stood the Test"

HUGE CROWD GREETS BRITISH DIRIGIBLE UPON RETURN HOME

Continued from Page 1

peaches to the Prince of Wales, the officers and men wish to their thanks for rest while the lessons of the flight were studied by Britain's air experts.

While the country was delighted at the successful trip of the big airship, the flight had only a brief half day of glory on the front pages of London newspapers. The British-Australian cricket Test match soon swept it to the inside page, with the trouble of the British liner Tahiti, in the South Pacific, the expectation of a royal baby at Glamis, and the reception in Hyde Park this afternoon by Amy Johnson, girl flyer, helped to tone down the R-100's fact.

SAFETY OF AIRSHIPS

E. W. Grange, who was correspondent for the Associated Press and the Reuter Agency, of London, on this return journey, spoke enthusiastically of the comfort, speed and safety of the airship. He remarked that the average speed of the airship from Montreal to Cardington was approximately three times that of the steamships the dirigible passed. It is believed that better co-operative measures between Great Britain and Canada for mapping Atlantic Atlantic weather will result from the flight.

Commander Colmore, Major Scott and other of the officers asserted that the R-100's success was augury of a regular air line service between England and Canada. Sir Dennistoun Burney, the craft's designer, looked forward to a bi-weekly service with de luxe airships, each carrying 100 passengers and from five to ten tons of mail, operating under the direction of the British and Canadian Governments.

SAYS ABSOLUTE FREE TRADE IS NOT POSSIBLE

Continued from Page 1

trade within the Empire, brought about by an increase of Inter-Imperial preferences, there will be some hope of success and it will, I think, gain the approval of the majority of Australians. I hope the same may be said of Canada. In my opinion, the tariff barriers throughout the world have become too high, and a certain relaxation of them throughout a large portion of the world would be productive of a certain amount of good.

"With regard to methods which they are adopting to achieve their ends, with the threatened damage to the Conservative party and the possibility of thus helping the Socialists at the next election, I cannot speak in terms of too strong condemnation."

Sir Norman is on a round-the-world trip and headed westward.

Son of Packing House Head Takes Own Life

CHICAGO, Ill., Aug. 16.—William E. Swift, thirty-three, who was found self-slain in a New York hospital tonight, was the youngest son of Louis F. Swift, president of Swift & Company, meat packers. Friends here blamed his suicide on despondency over ill health.

Swift is survived by his widow, who was Miss Brian Merion, and a son, William, five years old.

Umpires' stands at important tennis matches in England have been equipped with telephones for use in case of emergency or to make important announcements.

CANADIAN BAR PARLEY NAMES NEW OFFICIALS

L. S. T. Laurnet, K.C., Succeeds Hon. R. B. Bennett as President of Ass'n

SALARY INCREASE FOR JUDGES IS ADVOCATED

TORONTO, Out. Aug. 16.—L. S. T. Laurnet, K.C., Ottawa, was elected president of the Canadian Bar Association here today in succession to Premier R. B. Bennett. Announcement was made by Sir Douglas Hazen, Chief Justice of New Brunswick, before the annual dinner was made that the Prime Minister regretted he could not accept a continuation in office in view of his official duties.

Hon. N. W. Rowell, K.C., Toronto, was chosen general vice-president; D. L. McCarthy, K.C., Toronto, was elected Ontario vice-president, and Isaac Pitblado, K.C., Winnipeg, was elected to the office of treasurer.

CONCLUDING BANQUET

With Premier R. B. Bennett presiding, the fifth annual meeting of the Canadian Bar Association concluded with a dinner tonight. The function was featured by addresses from Sir William Jowitt, Attorney General of England; Hon. Hugh Guthrie, Minister of Justice and honorary president of the association; Hon. Edward A. Armstrong, representative of the American Bar Association, a representative of the Bar of Paris and the French delegation; Colonel Alexander S. Blair, Edinburgh; Sir Douglas Hazen, Chief Justice of New Brunswick, and Hon. N. W. Rowell, K.C., Toronto.

This afternoon, at a special convocation of the University of Toronto, honorary degrees were conferred on Rt. Hon. Viscount Dunedin, senior member of the judicial committee of the Privy Council; Rt. Hon. Lord Tomlin, of the Privy Council; Sir William Jowitt, and Rt. Hon. Sir John Simon, who was chairman of the Indian Statutory Commission.

The association today adopted the report of its financial committee. The report, presented by D. L. McCarthy, K.C., of Toronto, showed a present credit balance of $1,311.

COMPARATIVE LEGISLATION

E. K. Williams, K.C., reported for the committee on comparative legislation. The time was not ripe, Mr. Williams said, to place before the association any draft of a uniform highway traffic act. The best procedure for the present, he said, was merely to lay on the table a draft together with a copy of the Model Iowa Highway Traffic Act.

Through Hon. N. W. Rowell, K.C., of Toronto, the report of the committee on judicial salaries was received and adopted. The report recommended:

(1). That the standing committee on judicial salaries be reappointed.

(2). That the association urge upon the Dominion Government the importance to the public interest of enacting legislation at the earliest practicable date making adequate provision for judicial salaries.

VICTORIA MAN WINS GOVERNOR-GENERAL'S MATCH AT OTTAWA

Continued from Page 1

ham, Toronto, with 243, and H. Parker, Ottawa, with 242 and ticket holder. Mr. Parker will draw around $1,000.

Next in order were Capt. A. J. Houlden, Sherbrooke, Que., and Major R. Blair, England, and in their case too, the fortunate ticket holders will be able to recover their small investment of $1.

Major Blair's present cut shave nearly $50,000 as a result of today's win.

DIFFICULT CONDITIONS

The match was fired under very difficult conditions.

As the firing died away, there was an avalanche of rain storm so violent up. Almost before the officers in charge of proceedings was made to be practically conceded that Major Richardson was the winner.

Major Richardson was placed in the famous D.R.A. chair, lifted to the shoulders of his fellow marksmen, and the traditional march to headquarters began, with the band playing "Rule the Conquering Hero Come."

At headquarters, Sir George Perley, Minister without portfolio, received him and presented him with the gold medal and $300 in cash, which he had won.

OTHER SCORES GIVEN

Scores were:

Major F. Richardson, 245; S.-M. E. J. Read, 244; Lieut. A. Pinchan, Toronto, 243; Capt. A. J. Houlden, Sherbrooke, P.Q., 243; A. Hale, England, 243; Sgt. J. T. Reid, Guelph, 243; Lieut. G. Moseley, Winnipeg, 242; Sergt. J. G. Regan, Victoria, 241; Lieut. J. N. Dow, Saint John, N.B., 241; Pte. P. J. Glass, Sherbrooke, 241; Sergt. J. Stoddart, Hamilton, 240; Major T. Spittal, Montreal, 240; Sergeant-Major H. Ruffell, Hogamah, 240; Lieut. D. Burie, Ottawa, 240; G. R. King, England, 239; Sergt. A. Parnell, Montreal, 238; Pte. J. T. Downey, Saint John, 239; Sergt. C. W. Pooh, Toronto, 239; Pte. J. Lonsdale, Toronto, 239.

NEITHER MOTOR NOR PILOTS ARE WEARY

Continued from Page 1

of 1,000 hours, or approximately six weeks.

The airmen have left the former world's endurance and endurance record of the Hunter brothers nearly eighty-five hours behind them.

THE FINANCIAL END

While the flight was making good progress, the financial end of it was tottering. Funds for continuing the grind, exclusive of $8,000 the flyers have earned since breaking the record, amounted to $3,984 today. Salaries of the refueling crew and official observers, amounting to $440, were to be deducted, but the weekly fuel bill was put off. The flight is being financed by public subscriptions and collections yesterday amounted to only $75 a benefit performance for the flyers was billed tonight at a local theatre.

Leading British Jurists Attend Convention

THE photograph above shows five of the party of prominent British jurists attending the meeting of the Canadian Bar Association at Toronto. They are: 1, Sir Boyd Merriman, K.C.; 2, Rt. Hon. Sir John Simon, author of the famous Simon report on conditions in India; 3, Rt. Hon. Lord Macmillan; 4, Rt. Hon. Sir William Bull, Bart, and, 5, Sir William Jowitt, K.C., M.P.—Photograph of Sir John Simon copyright by Hay Wrightson, London.

Modest Chief of Bolivia Reveals Plans of Junta

Decentralization and Retrenchment on Programme of Military Administration—Immediate Problem Is to Maintain Foreign Credit

By JOHN W. WHITE
(Copyright, 1930, by the Chicago Daily News Foreign Service.)

LA PAZ, Bolivia, Aug. 16.—By following a programme of the strictest economy in national administration, including a 25 per cent reduction in the army, the military junta now exercising Bolivia's provisional Government expects to meet all payments on its burdensome debt to United States bankers without seeking any new financing. At the same time the junta plans to decentralize the executive power by such a manner as to make it impossible for future presidents to place the country in a situation such as exists at present.

PRESSING PROBLEMS

So General Carlos Blanco Galindo, chief of the junta, has told The Chicago Daily News correspondent in an interview during which he discussed the serious social, economic and political problems confronting the provisional Government, and its plans for solving these problems.

"Our most pressing problem," said General Galindo, "is maintaining foreign credit by promptly meeting the interest and sinking fund payments on our foreign debts. These payments amount to $6,000,000 annually. The junta has made two payments since it assumed the government—the heavy semi-annual payment and the monthly payment in another week.

"We have introduced economies that will nearly cover these payments. Our budget shows we have promised to advance whatever amounts are required for making up the balance as payments are due, so that we expect to continue meeting payments promptly."

I asked the general how the junta planned to implant the ideals for which the June revolution was brought. He replied:

PRINCIPAL OBJECT

"The outstanding object of the revolution was to put an end to tyranny and dictatorship in the presidency and to take political power out of the hands of the Cauditos, or personal leaders, around whom parties were formed. Our principal object there is to decentralize the executive power. We have established a national council of education which in future will appoint teachers and direct the schools in the provinces, thus taking from the president appointments which have often used as vote-getting machines. We have appointed a supreme national economic council of seven men, one representing the Government and the other six representing the principal branches of the country's economic life. The president cannot close any contract or financial obligation without the consent of this council.

"In order to perpetuate these reforms we intend to submit them to the voters in the shape of constitutional amendments at the January elections. The junta is keeping its pledge to exercise the Government only so long as necessary to establish internal order and organize elections. The junta favors no man and no party, but we desire that the president shall not be one of the prominent political leaders or Caudillos."

HON. W. A. McKENZIE LEADS PARTY INTO GAS-FILLED TUNNEL

Continued from Page 1

get to the higher level and were held there, but so far no trace of such having been the case has been discovered.

ALL HOPE GONE

The utmost care is being exercised in pushing forward the work of rescue. The word "rescue" is still being applied to the efforts of the specialists and very parents long ago realized that it was a misnomer—for there is no person to rescue. The task before the valiant gangs who are endangering their own lives in their endeavors is to bring out the bodies of the forty-two men who, with the three dead and single survivor already recovered, comprise the ill-fated afternoon shift of the Blakehurn mine.

Sunday the first of the funerals of the victims of the disaster will be held. Albert Cole, a lad of nineteen, will be interred in the little cemetery nearby. It is likely that C. A. Smith, who perished with him will also be buried at the same time. Arrangements are also being made for the last rites for Harry Edwards, who failed in his gallant effort to telephone from the depths of the mine to the outside a warning of the doom that was overtaking him and his fellow miners.

SURVIVOR'S STORY

Lying in bed in the bunkhouse, with his head swathed in bandages, John Petrelle, the only man to emerge alive from the mine, told his story in broken English.

"I feel pretty good now," he gasped. "My chest is kind of sore but I'm feel pretty good. I'm lucky to be alive.

"Just before this explosion happened I went outside. I was sitting and had not got far into the tunnel when I heard a noise come from inside of the mine.

"I turned to run, but there was a blinding flash and smoke and a tremendous roar. I dropped to the ground. I reckoned my only chance was to lie flat. I did so. My lamp went out.

"I started to crawl out, but in the darkness I found I was going back into the mine. I turned and crawled out. Then finally I got over the side and the people were there."

MORE FIRES EXPECTED

Tonight it was stated by Chief Inspector Dickson that the air was fairly good in the mine. Too much air cannot be permitted for fear of starting the fire up again. The danger was in the pit in Blakehurn and this will permit of greater speed being made in clearing the mine.

It is expected that if conditions can be ascertained in the bottom of the mien will be recovered within a few hours.

ROY OLMSTED WILL TESTIFY AT TRIALS OF LIQUOR CASES

SEATTLE Aug. 16.—Roy Olmsted, former Northwest liquor king, convicted of violating liquor laws by men who are now defendants in the Lyle-Whitney trials themselves, charged with aiding Olmsted in those same violations, was in a session behind closed doors here today with government attorneys.

"I've been running through my testimony," the former rum king told reporters as he started back to McNeil Island penitentiary.

"I may be back Monday, anyway, whenever Al Hubbard is through with his story."

He saw his wife yesterday at the Department of Justice agent's office.

VESSELS RUSHING TO DISABLED LINER

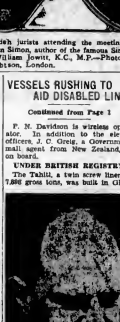
Continued from Page 1

F. H. Dashwood is wireless operator. In addition to the eleven officers, J. C. Greig, a Government mail agent from New Zealand, is on board.

UNDER BRITISH REGISTRY

The Tahiti, a twin screw liner of 7,886 gross tons, was built in Glasgow in 1904. It was operated by the Union Steamship Co., under British registry. It is 485 feet long, 56.5 feet wide and 24.4 feet deep. Its officers are all New Zealanders. Captain Tolen was making his first voyage as his master.

The ship had been having trouble for days. Pumps were manned when it was about 1,240 miles northeast of New Zealand. A distress call from Pago Pago to the Australasiat from Saturday afternoon quoted a radiogram from the Tahiti as saying they were still bolding on and the Ventura was 115 miles away, expecting to arrive at 3 p.m. Sunday, New Zealand time.



SIR HUGH P. ALLEN
Director of the British Royal College of Music, who has been knighted for his services to the community "with which it is a waterlogged and disabled condition in the South Pacific.

MORE TROOPS TRANSFERRED TO PESHAWAR

Continued from Page 1

and villages giving them food and shelter.

EXPEL PROPAGANDISTS

Martial law enables the authorities to take hostages from villages aiding the Afridi and to expel propagandists, whether Indian Nationalists or the rumored Communists entering from Afghanistan.

Owing to the censorship, the conditions at Peshawar are not clear here. It is believed that there are 1,500 European civilians in that city, surrounded by the Afridi are admitted to be better armed than ever, and though some reports say that they number only 1,200, they are constantly replaced by fresh troops and are undaunted by the British attacks from the air.

LIQUOR SYSTEM IN PROVINCE IS AHEAD OF U.S.

Continued from Page 1

SHOWERED WITH OFFERS

"Apparently one of the first things the board will have to do is to deal with applications for positions. From a rush survey of the situation, this will take about a month or six weeks, as the number of applications already made is enormous," continued Mr. Thomson.

"For the effective operation of liquor control in British Columbia, it would be fair to the board if people gave their whole-hearted support to its efforts to carry out the regulations. This would be of very great assistance to the board," he continued.

UNNERVING TASK

"With regard to the purchase of liquor, if the board were to purchase all the different brands offered to it, it would make a terrifying list for anyone approaching the vendors' establishments from which to select what he might desire. The probability is that an intending purchaser would go home to have a cup of tea, to steady his nerves before making a decision, in fact," continued Mr. Thomson naively, "this may even be a move in the direction of temperance."

He had been beset from the time of his arrival in Canada on the present occasion by countless interviewers, Mr. Thomson commented, pointing at a mounting stack of applications piled high on his desk. Mr. Thomson declined to make any comment at this stage on the future policy of the new board.

TO NAME MEMBER

No decision has yet been reached on the choice of a third member of the new board. It was stated subsequently by Hon. R. H. Pooley, K.C., Attorney-General and acting premier. The selection is under advisement and a further announcement is anticipated early next week.

Mr. Thomson, chairman-elect, and W. F. Kennedy have already been named, leaving the vacancy on the new three-man body that will be summoned into being shortly for the administration of liquor affairs in British Columbia.

Because her husband had not spoken to her and refused to eat with her in nine years, Mrs. Ada Collins, of Birmingham, England, has applied for a separation.

IRRIGATION IN OKANAGAN UNDER STUDY

Extensive Survey for New Water Sources Is Being Considered

GREATER FRUIT YIELD WOULD FOLLOW, MDVE

Detailed examination of new irrigation possibilities in the Okanagan fruit belt is contemplated by the Government. It was learned at the Legislative Buildings yesterday. Plans call for a thorough investigation into new sources of water for irrigation purposes in the area.

Aircraft may be used to trace water basins and to locate sources of water in irrigation quantities which may have been overlooked. The projected survey would be one of the most comprehensive and extensive investigations into British Columbia irrigation needs that has yet been approached.

Need of more water in the Okanagan Valley has been drawn to the attention of the Government by fruit farmers in the area, and also by W. Sanford Evans, special fruit investigator. More irrigation would increase enormously the yield of orchards and other fruit-bearing lands within the area, it is predicted. Mr. Evans recommended the project which is now receiving the consideration of the Government.

Financing of the project would be carried out under the new system of irrigation charges, which provides for a fund to handle the creation of new irrigation enterprises, where requires warrant the beginning of such works.

That there is good prospect of finding new sources of water which could be tapped for the purpose was reported to the provincial authorities last week by F. C. deWolf, Okanagan irrigation officer, who made a survey of the Okanagan on his visit to this city. Aerial and ground surveys revealed some much additional water which engineers might find suitable for the increasing of the irrigation sources for the Okanagan Valley, it was stated.

PENDER HARBOR HOSPITAL IS OPENED BY HDN. R. R. BRUCE

Continued from Page 1

the idea of utilizing a lake behind the site, where a 100-foot head was obtainable for power purposes. Power and water will be available to residents of the district as well, providing some income for the hospital.

DECLARED HOSPITAL OPEN

Formal opening was performed by Hon. R. Randolph Bruce, who paid tribute to Rev. Anna Adé and the Columbia Coast Mission for the work conducted among isolated settlements of the Coast. Stopping across the threshold, Mr. Bruce inaugurated the hospital open, and then made a tour of the building.

Twelve white beds, two gunflooded solariums, a maternity room, nursery and sunroom, as well as operating room, X-ray and electro-therapy departments were inspected. Dr. J. B. Thompson, in charge of the hospital, was present, as were the Misses Mary Marie Antin and Miss M. Newbolt.

K.P. DEVELOP INSURANCE

TAMPA, Florida, Aug. 16. — The Knights of Pythias Supreme Lodge today authorized formation of the United Mutual Life Insurance Company from the $24,000,000 insurance department of the order, with complete separation of control from the lodge. Officers were named and the biennial session adjourned.

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Steer Beef Oven Roasts, lb.	20c
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STEAKS	
Spring Lamb, Shoulders, lb.	20c
Spring Lamb, Stew, lb.	15c
Boiling Beef, lb.	10c
Pure Pork Sausages, lb.	25c
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CHOPS	

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Monday Specials

Fels-Naptha Soap, 3 bars	19c	Aylmer Pork and Beans, 2½-lb. cans, each	16c
Lux Toilet Soap, 4 bars	25c	Chipso, large pkts.	19c
Millionaire Sardines, 2 tins	25c	Kraft Cheese, per pkt.	19c
Pure Ceylon Tea, per lb.	25c	Crosse & Blackwell's Ketchup, large bottles	21c
Fresh-Ground Coffee, per lb.	35c	Horseshoe Salmon, tin	21c
New Shipment Pineapple Cubes, large tins	10c	Fletcher's Back Bacon, by the piece, per lb.	39c

French Ministry of War Is Now Perfecting New Military Organization

By CAMILLE LEMERCIER
(Copyright, 1930, by the Chicago Daily News Foreign Service.)

PARIS, Aug. 16.—The French Ministry of War and the general staff are now engaged in a new military organization better adapted to France's needs, and means that the two-year term, which is based on one-year compulsory military service for all young men, Andre Maginot, Minister of War, reveals in an interview in the Paris newspaper, Le Journal, which is arousing wide comment here.

M. Maginot says that the one-year military service system necessitates a new increase in military expenditures because the army needs more professional soldiers and civilian employees, who are highly expensive.

"Our army, which is that of a country whose first aim is the maintenance of peace, perhaps lacks the means for making offensive operations," says the War Minister. "It is an organization which, without a some others, is essentially defensive. Our covering force is not ready. In case of an unexpected attack—which cannot be held impossible—the covering divisions would be unable to check a foreign irruption of our territory."

According to Marginot, immediate measures will intervene to parry such a danger. First among them will be the reorganization and reinforcement of the covering forces, the extensive use of automobiles and trucks for the transportation of troops, and the prompt completion of the fortifications erected on all of France's land frontiers.

Conditions in Industry Improved for Workers in Year Past Report Shows

Accident prevention, health and sanitation in industrial plants of the province all improved greatly in the year past, J. D. McNivan, deputy minister of labor, reports to Hon. W. A. McKenzie, the minister, in the annual summary of conditions in British Columbia for the period ending March 31, 1930.

Co-operation of the owners of the plants assisted the department in the carrying out of the regulations, it is shown. Inspection work by the department officials was kept up, and the few complaints received were adjusted without difficulty, the deputy minister disclosed.

Concerning this phase of the work the report states as follows:

FACTORY INSPECTION

"The vast development of industry in the province, the advancement of more adequate equipment, and the ambition of those already in the industry for a larger output is making the work of this branch more technical and complicated. Regardless of this fact, our efforts are concerned with the health and safety of the employees in the factory, and for this reason, not only do we have to make inspections, but such inspections must be followed up in order that satisfactory results be attained. In some instances we have had to visit a plant four times before securing our chief objective.

"As our inspection work is somewhat different to other branches of the service, we find it essential that the inspections should be made at different seasons of the year to be able to cope with the different situations. Owing to climatic conditions the production in many manufacturing plants fluctuates considerably. Therefore, we endeavor to make inspections at such times as the maximum amount of labor is required, and, on the other hand, if business is prosperous, the employer is more anxious to comply with the requirements of the statute than in times of depression.

"For the past year employers and employees have, with a few exceptions, co-operated with this branch in bringing about better working conditions, which proves that our efforts have been of direct benefit to those concerned.

FEWER ACCIDENTS

"In the present day and age we must view accident prevention from the humanitarian side and leave the dollar-and-cents aspect for a secondary consideration. Prevention of accidents means increased production, for the absence from work through injury to those who are accomplished in their particular line means the training of others. This alone means a decrease in the output. Further, after returning to work it is long before the employee who has been injured reaches his standard of production. Sometimes an injured workman never attains his former productive capacity, and to this extent the effects of accidents are often far-reaching.

"This being one side, it must now be viewed from the other. The use of guards and other safety appliances tend toward increased production at minimum cost, to say nothing of the decrease in the number of accidents, the chief reason being that unless every hazard is protected the operator cannot concentrate solely upon his work, for in his mind is the thought that he must watch certain features. He must exercise extreme care to keep from being injured, with the result that his work is not what it otherwise could have been. If his equipment were properly safeguarded, his undivided attention could be given to his work, with the result of increased output. The lack of adequate guards tends to retard production; thus safety features are added advantages towards a direct increase in operative production, and from a direct financial point of view, compensation assessments require no undue consideration.

SANITARY CONDITIONS

"Owing to changes in business locations, especially in the larger cities of the province, a number of factories are today occupying premises, which were originally intended for stores and offices. These buildings are not altogether suited for manufacturing purposes, as they have not the ventilation nor the sanitary conveniences which are essential in the manufacturing industry and more especially where female help is employed.

"A number of these factories were inspected and recommendations made for alterations in compliance with the act, and with one exception the employers were only too pleased to make such alternations as would be of benefit to the employees.

ELEVATORS INCREASE

"Although the majority of passenger and freight elevators are suspended from cables, this means of transportation has, after years of use, proved one of the safest means of conveyence. In recent years the equipment used in this mode of travel has been extensively improved by the introduction of mechanical devices, which relieve the elevator operator of duties which in the older installations are somewhat laborious. In modern elevator installations power-operated doors and gates are provided, these doors being equipped with interlocking appliances which prevent the starting of the car before the hoistway doors are closed and locked. Automatic leveling devices which bring the car level with the landing under all conditions, are also features which add greatly to the safety of the public. Owing to the increased height of buildings now being constructed in the larger centres, it follows that it requires considerably more time to make elevator inspections than before the advent of the skyscraper. This portion of our duties is increasing yearly. During the year 247 passenger and 208 freight elevators were inspected, the orders issued after inspection of a number of the older installations being so extensive that it was decided by the owners to install modern equipment.

"According to our records the year under review constitutes a record for new elevator installations. Thirty-one passenger and thirty-four freight elevators were installed in different parts of the province. With these additions the number of elevators in the province totals 383 passenger and 485 freight, and this number is being increased at a rapid rate.

"No serious accidents occurred on elevators which are required by statute to be operated by licenced operators, and a record of this nature reflects great credit on the owners of the buildings and the persons in charge of the elevators.

"During the year 446 males and 176 females renewed their licences, and 211 males and 85 females wrote examinations for elevator operators, making a total of 932 licenced operators, this being an increase of 100 over the previous year. A number of applicants had to be refused because of immature age, misrepresentation, or because they were not British subjects. One operator's licence was suspended, due to violation of the regulations governing elevator operators.

HOURS OF WORK

"During the year forty-eight requests were made in writing for an extension of the hours of work. Some of these were due to the lack of sufficient electric power to enable the industry to work to capacity during the regular working hours, while others were due to increased business for a couple of weeks during the Summer months, and others owing to accidents to equipment. After investigation by the inspector, forty-two permits were granted and six refused.

"During the past year female workers have entered occupations which heretofore had been thought reserved for male employees. We refer particularly to the shingle industry. In this industry the sawing and packing of shingles has been performed by male workers. Owing to a combination of circumstances, females were engaged as shingle-packers in some mills in the province. The introduction of this class of labor made it necessary to order certain changes in the working conditions in the plants employing this class of labor in order that the safety, health and comfort of these employees would be assured. Frequent inspections of these plants were made for the purpose of observation during different climatic conditions.

WORK IN LAUNDRIES

"In the past year considerable time has been devoted to the enforcement of the act pertaining to the operation of laundries. While practically all the Occidental laundries employ female help and adhere to the eight-hour-day law except on special occasions when the exigencies of the trade require, and on all such occasions the employers make application to the inspector for a permit for such hours as may be required.

"The Oriental laundries are somewhat different in this respect. They do not as a rule employ females, and therefore operate their laundries from 7 o'clock in the forenoon until 7 o'clock in the afternoon, as is permitted by the 'Factories Act.' In many instances these laundrymen have been known to operate their laundries in excess of these hours, knowing such operations to be contrary to the act. After notification has been served on these operators they continue to violate the act, which means there is no alternative but to take court proceedings; and even after being convicted and fined they have been known to commit the same offence within one month after their first conviction. Therefore, we are compelled to make inspections of these laundries continually to accomplish a satisfactory observance of the act," concludes the report.

Bungalows

OAK BAY, NEAR MONTEREY SCHOOL—CALIFORNIA style 7-roomed bungalow, 3 bedrooms, library and living-room with open fires, dining-room, built-in features; kitchen well supplied with cupboards; cement basement and furnace, garage on lane, and well-kept garden. Excellent value at **$4,500**

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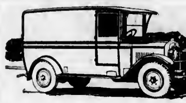

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Cuba's unique liqueur

This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

PANTORIUM MAKING FURTHER ADDITIONS

Shoe Remodeling to Be Undertaken in Separate Department of Victoria Establishment

The Pantorium Dyeworks of Canada, Ltd., have now made an addition to their large establishment, which will provide an even more complete service than before. Shoe remodeling will now be executed by the latest and most up-to-date methods possible, in a separate department. At a recent meeting of the executive directors of Pantorium Dyeworks of Canada, Ltd., and the branch concern, Trudeau's Cleaning & Dyeworks, Edmonton, Alberta, this step was decided upon, and no expense has been spared to fully equip both the Victoria and the Edmonton plants, with the most up-to-date machinery and the most expert operators possible to procure.

Here, in Victoria, C. Curtis has been placed in charge of the department, as being more than usually well qualified in this field. After an apprenticeship served in Lancaster, Mr. Curtis has followed the trade for thirty-seven years, both on this side of the Atlantic and in England.

The machinery installed is of the latest and most efficient type; electrically driven and modern in every detail. Here the shoe may be genuinely "rebuilt," for the thorough methods preclude any but the very finest work. Nothing but the best of materials will be used, bringing the finished shoe back to the same fine finish as was prevalent in the new article.

This new service will have the added advantage of the systematic Pantorium delivery, called for and returned to any part of the city.

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CHARGE IS ENTERED OF FALSE PRETENSES

Douglas Hodgson, who was charged with obtaining credit under false pretences, elected summary trial in the police court yesterday morning and was remanded until Monday morning for hearing. He pleaded not guilty to the charge. He was allowed the option of bail upon securing a surety to the amount of $25. The charge is connected with the obtaining of an automobile on the drive yourself plan with which he went to the Mainland. The accused said that he was not attempting to take the car and had no intention of working a fraud.

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"Once upon a time"—all really interesting stories begin this way, so follow on fair reader, to the interesting part of our tale. Winter is rather a chilly sounding word in this month of radiant sunshine, but in the natural course of events Winter is inevitable, and preparations for colder weather are advisable. We are now prepared to please the critical early buyers who secure the first choice of the cream of our stock. The new Fall Coats are very lovely, beautifully tailored and handsomely trimmed with choice furs. The very smart "Shagmoor" Coats come in soft tweed cloths in the new shades of blue, brown and grey, and are richly trimmed with wolf, beaver and muskrat, while the "Del Monte Hickey" creations are being shown at present in dark, rich-looking tweeds, handsomely trimmed with grey squirrel and beaver. One need not be extravagant either, to possess one of these really exquisite creations—that is the "lived happily ever afterwards" (of course she did with a coat like that) conclusion of our tale.

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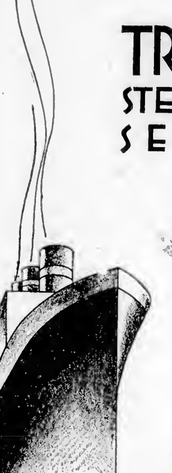

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12.15 p.m. ar.	Vancouver	lv.	2.00 p.m.
8.30 a.m. lv.	Victoria	ar.	5.45 p.m.
7.00 a.m. ar.	Victoria	lv.	7.00 p.m.
1.00 a.m. lv.	Seattle	ar.	10.30 p.m.

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This Week's Great Day

August 17—The Murder of the Princes

Four hundred and forty-seven years ago, on August 17, 1483, King Edward V and his younger brother, Richard, Duke of York, were assassinated at the instigation of their infamous uncle, the Duke of Gloucester, afterwards King Richard III, who paved his way to the English throne by perpetrating a series of the most diabolical deeds in the history of Britain.

When Edward IV died in the month of April, 1483, his eldest son and heir, Edward, was only twelve years of age, and the Duke of Gloucester was appointed to act as regent during the minority of the youthful sovereign. At first the Duke made a great show of loyalty and affection towards the two sons of his dead brother, but after he had succeeded in removing them from the custody of their mother, he discarded his mask of friendship. The two boys were taken to the Tower of London, where, although installed in the royal residence within the walls of the fortress with considerable pomp and ceremony, they were completely in the power of their unscrupulous uncle, who at once started on a campaign to secure the throne for himself.

The Duke imprisoned, or murdered, every prominent person possessing the power or the inclination to thwart his design, and then made the false assertion that the two princes were not the legitimate sons of his brother, a fact which, if it had been true, would have made him the rightful heir to the throne. His wicked scheme succeeded so well that the citizens of London soon begged him to become king, and he, after making a great show of cleverly-assumed reluctance, graciously consented.

He was crowned in Westminster Abbey on July 6, after which he made a royal progress through the country, and he was staying at Warwick when he despatched orders to Sir Robert Brackenbury, the governor of the tower, that he was to arrange to have the boys murdered secretly. Sir Robert refused to obey, and was then ordered to hand over his keys for one night to Sir James Tyrrell, the Master of the Royal Horse, who made no scruples about committing the foul deed.

On the evening of August 17 Tyrrell took over the keys of the tower, and in the dead of night proceeded to the chamber in which the boys were sleeping peacefully. This chamber was situated in the Garden Tower, now known as the Bloody Tower, and while Tyrrell stood at the door to guard against interruption, two hired assassins, Miles Forrest and Myles Dighton by name, crept softly towards the bed where the two princes were lying, clasped in each other's arms. One of the unfortunate boys awoke and raised a cry, but he was instantly smothered beneath a pillow, while the other was stabbed to the heart as he slept.

The bodies of the murdered boys were carried to the White Tower, where they were placed in a hole in the wall of the stone staircase, which was carefully sealed up, and there they remained hidden for a couple of centuries. During the course of some structural alterations in the reign of Charles II the bones were discovered, and they were then removed to Westminster Abbey, where they were laid to rest in a small stone coffer in the beautiful Lady Chapel erected by King Henry VII.—(Copyrighted.)

Monday Programme At the Exhibition

8.00 a.m.—Gates open.
2.30 p.m.—Grand opening ceremony by His Honor Lieutenant-Governor R. Randolph Bruce.
2.30 p.m.—Horse racing.
3.00 p.m.—Special features in all buildings.
3-4 p.m.—Minstrel show.
2, 6, 8, 10 p.m.—Boxing and wrestling.
Circus—Continuous show from 2 p.m.
Midway in full swing all day.
11 p.m.—Buildings close

QUACKING OF DUCKS, CACKLING OF CHICKS ANNOYS SLEEPY ONES

The growth of the poultry industry in Victoria during the past few years is indicated in a letter of complaint addressed to the members of the City Council in which the writer states that fifteen years ago his neighbor had only a few chickens and now has an enormous ranch of upwards of a thousand together with many ducks and ducklings.

The cackling of the chicks, the quack! quack! of the ducks and the scrape, scrape of the owner's rake at early hours of the morn have made sleep impossible for the tenants of nearby dwellings. The writer also claims that the industry has not only thrived, but has outgrown its allotted space until a part of the highway has been fenced in for the ducks. There is no mention of pigs.

The writer wants to know what is to be done about it. The City Clerk was puzzled until he came on a sentence which said the ranch was in a condition which could not be called sanitary and therefore the letter was sent on to the Medical Officer of Health.

HIGH OFFER FOR CLUB SITE

Members of the Devonshire Club, founded in London as a Liberal club in 1874, are considering an offer for the site. The price is said to be in the region of $1,500,000. It is believed that a block of flats or a hotel is planned for the site.

The Daily Colonist

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J. L. Tait, Business Manager.

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Sunday, August 17, 1930

MAJOR FRED RICHARDSON

The heartiest congratulations of Victorians, and indeed of all the people of British Columbia, will be tendered to Major Fred Richardson, the crack local rifle shot, on his latest triumphs on the Eastern ranges. He has won the blue riband of rifledom in the Dominion by his victory in the Governor-General's Match at the Connaught Ranges. Not only that, but during his present Eastern tour he has also won the Lieutenant-Governor of Ontario's Match at Long Branch.

Major Richardson is sixty-two years old, but his shooting eye remains undimmed and apparently as true, if not truer, than it has been for some decades past. He has a record almost unequalled by anyone in this province. Fourteen times he has shot at Bisley. His experience has been brought to bear to train Canada's Kolapore Cup team. He is the winner of almost countless money prizes, and now, at an age when most riflemen have retired from active participation in competition, he has once more demonstrated that he can more than hold his own with the best that Canada can produce, and that is as good as any country in the world.

Major Richardson by his Ottawa triumph will be a member of next year's Bisley team. Other Victorians to win this honor are Sergeant-Major E. J. Read and Sergt. J. H. Regan. It will be fitting, indeed, if a reception of some character is given to Major Richardson on his return to Victoria. He has brought almost perennial honor to this province ever since he has entered the shooting lists. It is time that Victoria showed its appreciation by honoring him and the teammates who will go with him to next year's Bisley meeting.

AN AIRPLANE BASE

The argument of landing aerial passengers as close to the centre of the town as possible is doubtless a forcible one, but by no means necessarily conclusive where either a seaplane or aeroplane base is concerned. It has not been a condition governing the establishment of airplane bases elsewhere. There are other factors of more importance. The overwhelming argument in favor of location is the immunity from serious likelihood of accident. Another condition, which should govern the location of an airplane terminus, is joint landing facilities for both seaplanes and aeroplanes. It is highly desirable to have these facilities in conjunction with each other, as is the case in Seattle and as will be the case in Vancouver when the Sea Island base is established.

The long view should be taken of aerial facilities for this port. Aerial traffic is certain to grow, perhaps at a faster pace than anyone can estimate. That means denser traffic, which in turn will require more water space and wider areas for runways on land. If there is any one city

TOLMIE GOVERNMENT MAKES RECORD IN DEVELOPMENT OF PROVINCE IN LIMITED TIME

Although Only in Power for Two Years, Administration Has Accomplished a Great Deal—Faced Many Difficulties on Taking Over Public Office From Liberals, August 20, 1928

Future Expansion of B.C. Is Object of Ministerial Policy

Many Important Projects Initiated — Negotiations Under Way for Outlet for Peace River—Markets for Provincial Products Are Being Broadened —Land Settlement Encouraged

THE Government of Hon. S. F. Tolmie has been two years in office. In that time a great deal of work has been accomplished, and the foundations have been laid for further development of British Columbia.

On taking over the administration on August 20, 1928, the Premier established as a basic principle of public business that, while recognizing the necessities of the moment, the Government should envision the future growth and development of British Columbia and seek to aid in provincial expansion. This has been consistently adhered to in the formulation of policies, with the result that already the prospects for increased industrial prosperity are evident.

When the Government took office twenty-four months ago, it was to find conditions in several departments more serious than were anticipated, it is alleged. This was particularly true in respect of finance, it being discovered that the previous administration had neglected to take advantage of favorable marketing conditions and had allowed many millions of dollars of necessary financing to accumulate.

LAND REVERSIONS

It was also found that land reversions had been permitted to grow until there was an aggregate of 2,225,000 acres taken off the taxation rolls without any concerted effort having been made either to revalue them for sale or arrange for resettlement. It was further discovered that trust funds in the Government keeping had not been kept up in accordance with requirements. Land settlement and reclamation projects of the Liberal Government had proved to be excessively expensive, resulting in a condition that prevented settlement. It was found, Premier Tolmie declared, that the investment and commitments in connection with these projects on the part of the former ministry involved a greater sum than had been received from the sale of lands by the Province in fifty-eight years.

NECESSARY WORK

Faced with these conditions, the Government decided upon the necessary course of investigating different departments and enterprises, it being held that unless the factors contributing to the creation of unfortunate situations were discovered and eliminated, remedies could not be applied.

Following these investigations, policies were laid down in connection with land settlement with excellent results.

The reverted lands are now being gone over for valuation, and classification in order that they may be made available for disposal.

SUCCESS OF SUMAS

Nearly 7,000 acres of the Sumas reclamation area have been sold as a result of the activity of the past few months. Less than 1,800 acres remain to be disposed of from the Crown lands in that district. Hundreds of acres of South Okanagan lands have similarly been settled. Many settlers were placed on the Creston area.

The P.O.E. lands have been surveyed in respect of their resources, Premier Tolmie having induced the two great transcontinental railways to share the cost of this highly important work. Further surveys are now in progress in respect of the Peace River lands.

The Government completed the arrangement by which the Railway Belt and Peace River Block lands were restored to British Columbia by the Federal Government.

FINANCIAL STANDING

The manner in which the present Government is regarded by the financial centres of the East is reflected in the prices obtained for British Columbia bonds. This province has marketed its debentures more advantageously than has any other province of the Dominion. British Columbia obtained better prices for its issues than did the C.N.R. for Dominion guaranteed bonds.

In connection with the operation of the Pacific Great Eastern Railway, the Government has accomplished a great deal of improvement, reducing costs of operation and improving services.

PEACE OUTLET

Negotiations are now under way in respect of this railway, looking to its extension towards the Peace River country.

In the matter of roads, the past two years has seen the most extensive programme under way that has ever featured the public development of the province. Good roads are essential to the expansion and growth of British Columbia. Good roads are revenue producing. Realizing these factors the Government, in appreciation of unemployment due to world conditions, decided to anticipate its road building proposals for the future. Consequently, work has been in progress on highway construction, bridge building and mining trails to a degree never before attempted. As a result of this activity the development of British Columbia's resources will be hastened.

BENEFICIAL PUBLICITY

Reorganization of the system of publicity was undertaken by the Government, and as a result more attention has been directed towards British Columbia as a tourist playground as well as a place for investment than was effected in many years.

One successful undertaking of Premier Tolmie in conjunction with the publicity bureau has already won world attention. It was the organization, in co-operation with the Seattle Chamber of Commerce, of a caravan tour from Vancouver to Hazelton. As a result of this attention has been turned to the highways of British Columbia as offering more scenic charm than any other portion of the continent.

ROAD TO NORTH

Beyond Hazelton to the north there is a country of wonderful resources yet to be opened by highways. Alaska is calling for the extension of this road through Northern British Columbia and the Yukon. Premier Tolmie has gone into the subject with the Governments of Canada and the United States. While he is anxious to see the road that he envisioned completed, he has given assurance that it will only be undertaken when it will not interfere with the general road building programme of British Columbia. It has been estimated by experts that the traffic over the proposed highway would pay for its construction.

Through co-operating with G. L. Pop, of Vancouver, and giving him assistance, the Government made possible the world's best big game display at Leipzig Exposition, where sportsmen from every continent congregated. Similarly great credit was won for British Columbia at the London Poultry Congress, and as a result of the Government's efforts a larger market has been created there for the poultry products of this province.

WORLD MARKETS

The Government, in keeping with its policy of development of industrial possibilities, has given a great deal of attention to expansion of markets. A market commissioner was appointed, with headquarters at Victoria; another was attached to British Columbia House in London, and assistance was given in the sending of a lumber trade mission to Australia. A survey was instituted of Continental Europe, with excellent results.

IMPORTANT SUGGESTIONS

Premier Tolmie interviewed Rt. Hon. J. H. Thomas, Lord Privy Seal, respecting development of markets in the United Kingdom for British Columbia products, and submitted a memorandum to the British Government which promises to become a feature of Empire trade development policies. Already it has brought about a probable development of the trade in lumber from British Columbia to the British Isles.

In the development of local industries the Government has been negotiating for the establishment of a Coast smelter. This would probably have been an accomplished fact had metal prices not fallen to new low levels, but the Government is continuing its efforts in this direction with every hope of success. Similarly, Premier Tolmie and his Cabinet are keeping close contact with capitalists who propose the erection of an iron and steel industry to utilize the iron deposits of Texada Island and other Coast localities.

WATER-POWER FACILITIES

The Water Act was amended to give the Water Board the powers of a public utility commission. Water-power development has been greater in the past two years than at any time in the history of the province. The Government realizes that the development of hydro-electric energy requires the concomitant investment of millions of dollars in industrial enterprises to make use of the developed energy. This was illustrated when water powers were made available in the West Kootenay region to assist in the development of a superphosphate industry, which requires an investment of between $7,000,000 and $10,000,000, and will give employment to thousands of men. Again, rights were given to the Powell River Company on Lois River in order to encourage additions to the pulp and paper plant of that company, which will give increased employment in the woods and industrial operations of the Up-Coast town.

By opening up mining regions with trails and roads, encouragement has been given to the industry, while as a result of reports and examinations made by Government mining experts, in two districts alone hundreds of new prospects have been located in the present year.

Examination of Coast water powers in the past two years have indicated that no less than 3,000,000 horsepower can be made available for industrial purposes on the Coast from Bute Inlet to Prince Rupert.

Every department of the Government has made advances towards the establishment of prosperity of the province upon a sound basis, while matters under consideration give promise of furtherance of this objective.

Are Developing Provincial Resources

ABOVE are shown Premier Tolmie and his Cabinet, with the exception of Hon. R. L. Maitland, who was absent when the picture was taken. Reading from left to right, they are: Hon. William Atkinson, Minister of Agriculture; Hon. W. A. McKenzie, Minister of Mines and Labor; Hon. J. Hinchliffe, Minister of Education; Hon. R. H. Pooley, K.C., Attorney-General; Hon. W. C. Shelly, Minister of Finance and Industries; Hon. S. F. Tolmie, P.C., Premier and Minister of Railways; Hon. N. S. Lougheed, Minister of Public Works; Hon. S. L. Howe, Provincial Secretary and Commissioner of Fisheries; Hon. F. P. Burden, Minister of Lands, and Hon. Rolf W. Bruhn, President of the Council.

VANCOUVER CHURCH THREATEND BY FIRE

VANCOUVER, Aug. 16. — St. John's Church building, Broughton and Comox Streets, was threatened by fire which broke out at 10:15 o'clock last night, after an unusual accident on the street corner.

An automobile which was being towed along the street crashed into the church steps when the tow line parted. The car burst into flames. The blaze scorched one side of the church building and threatened for a time to take firm hold.

The automobile was almost completely destroyed.

Tides at Victoria

AUGUST

Time of tides (Pacific Standard time), at Victoria, B.C., for the month of August, 1930

Date	Time H. M.	H't Ft.	Time H. M.	H't Ft.	Time H. M.	H't Ft.	Time H. M.	H't Ft.
1	0 40	4.0	0 49	0.0	12.38	0.0	20 20	8.3
2	2 07	0.3					20 41	8.8
3	1 00	3.0					21 04	8.8
4	0 33	0.0					21 31	8.7
5	6 41	1.8	17 29	8.8	18 13	8.5	22 10	8.7
6	7 21	1.4	17 37	8.8	20 05	8.4	22 36	8.8
7	7 58	1.3	17 34	8.4	20 38	8.1	22 43	8.4
8	8 22	1.0	18 07	8.2	01 04	7.8		
9	0 27	8.3	9 06	1.4	19 18	8.0	01 32	7.5
10	1:11	8.0	9 20	1.8	18 18	7.8	22 07	7.0
11	1 38	7.8	10 06	3.0	18 31	7.6	22 46	8.8
12	0.43	7.3	10 40	2.7	18 30	7.5	22 33	8.0
13	0 35	8.8	11 07	8.4	18 42	7.8		
14	0 24	8.8	4 41	8.5	11 29	4.3	10 55	7.0
15	1 17	8.8	8 13	8.8	11 38	8.0	19 01	7.7
16	0 13	4.3	8 08	8.7	11 10	8.8	18 06	8.8
17	3 10	3.8					19 12	8.3
18	4 00	3.3					18 29	8.8
19	8 05	3.1					20 30	8.1
20	5 50	1.4					21 40	8.3
21	6 47	0.8					22 50	8.8
22	7 23	0.8	18 57	7.8	19 06	7.7	22 58	0.0
23	0 12	8.8	18 40	7.8	20 11	7.8		
24	0:59	8.8	8 57	1.1	18 43	7.8	21 08	8.3
25	2 02	8.4	8 38	1.7	18 04	7.8	21 01	8.4
26	0 08	7.8	10 18	0.8	17 14	7.8	20 34	4.8
27	4 30	7.3	10 58	2.7	17 37	7.8	23.57	3.8
28	8 04	0.7	11 25	8.8	18 00	0.8		
29	0 07	3.4	8 23	8.8	12:00	5.0	10 22	8.1
30	2 00	3.0					18 42	0.3
31	0 04	0.8					18 54	8.0

The time used is Pacific Standard for the 120th Meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The figures for height serve to distinguish high water from low water. Where blanks occur in the tables, the tide rises or falls continuously during two successive tidal periods.

The height is in feet and tenths of a foot, measured from the average level of low water.

To find the depth of water on the sill of the Esquimalt drydock at any tide, add 18.8 feet to the height of high water as above given.

To find the depth of water on the sill of the Songhees drydock add 30 feet to the height of high water as above given.

Obituary

HALL—Word has been received in the city of the death of Alexander Hall, son of Mr. and Mrs. William Hall, at Long Beach, Cal. The deceased, with his parents, had resided in Victoria until about four or five years ago, when they moved South. Their home was on Medina Street, in this city, and Alexander attended the James Bay School. He was sixteen years of age at the time of death. He had been in ill health for some time.

LAVIS—The funeral of Thomas Lavis, who passed away at the Royal Jubilee Hospital Friday afternoon, will take place tomorrow at 3:30 o'clock from the Sands Funeral Chapel under the auspices of Britannia Lodge, No. 73, A.F. & A.M., and the remains will be laid at rest in Ross Bay Cemetery.

HARRIS—Relatives and many friends attended the funeral service yesterday for the late Miss Alice Emily Harris, who passed away at the family residence, 1203 Lyall Street, last Thursday. The cortege left the Sands Funeral Chapel at 1.45 o'clock and fifteen minutes later services were conducted at St. Paul's Church, Esquimalt, by Rev. F. C. Chapman. There was a profusion of beautiful flowers. The hymns sung were, "Now the Day Is Over" and "Pleasant Are Thy Courts Above." W. H. West, E. M. Leonard, C. Dove and C. Eva acted as pallbearers, and the remains were laid at rest in the Royal Oak Burial Park.

NEWBOLD—The funeral of Mrs. Edith Newbold was held on Saturday afternoon from McCall Bros.' Funeral Home, Rev. Canon F. A. P. Chadwick officiating. Purple Star Lodge, L.O.B.A., also held their service at the chapel, R.W.P.O.M. Sister Doane conducting the service, assisted by Sister Joyce and Sister Kendall. Interment was made in Royal Oak Burial Park, where Primrose Lodge, No. 33, Daughters of England, conducted their service at the graveside, Mrs. Skett, president, presiding, assisted by Mrs. Stephenson, vice-president; Mrs. Barron, past president, and Mrs. Garnett, chaplain. The pallbearers, all members of the Sons of England, were: H. Bussey, M. Gosnel. G. W. Carey, J. P. Nankivell, W. Langley and J. Smith.

PARRY—The funeral of John Edward Parry tok place from Hayward's B.C. Funeral Chapel yesterday afternoon at 2:30 o'clock, proceeding to St. Mark's Church, where service was conducted by Rev. O. L. Jull at 3.45 o'clock. A large gathering of sympathizing friends was present and sang the following hymns, "Forever With the Lord" and "Abide With Me." Numerous beautiful floral offerings were placed on the casket and hearse and the following gentlemen acted as pallbearers: W. Eaton, S. Jones, D. Bennett, J. Crossley, W. Hutchison and W. O. Crossley. The remains were laid at rest in Ross Bay Cemetery. James Coutie, of the Boys' Canadian Scottish Pipe Band, played the lament.

BASKERVILLE—The remains of the late Baby Baskerville were laid at rest in Ross Bay Cemetery yesterday morning, the funeral taking place from Hayward's B.C. Funeral Chapel at 10:30 o'clock.

LAIRD—There passed away in this city on August 16, Baby Laird, infant son of Mr. and Mrs. William Alexander Laird, of Shawnigan Lake, aged one day. The remains are reposing at Hayward's B.C. Funeral Chapel, from where the funeral will take place at a time to be stated later. Interment will be in Ross Bay Cemetery.

TOURISTS VIEW GREAT RUSSIAN CROWN JEWELS

MOSCOW, Aug. 16.—Three United States Senators, Burton K. Wheeler, of Montana; Bronson Cutting, of New Mexico, and Alden W. Barkley, of Kentucky, today viewed the Russian crown jewels, the world's greatest single collection of gems, valued somewhere between $250,000,000 and $300,000,000.

The Americans, with a special party of tourists, saw the magnificent stones in their royal settings, displayed at the State Bank depository. They were strewn about on tables with not a single armed Communist in sight.

To all appearances the safety of the jewels, seized from the Romanoffs in the revolution, was in the keeping as much of the visitors themselves as of the harmless looking Russian guides.

The three Senators first were given half an hour alone with the wealth of jewels, then the others, twenty-seven in all, of the Sherwood Eddy tourist party, were admitted, spending nearly half an hour in the fascinating occupation.

Along with the return in Europe of long skirts, long hair and long earrings, has returned the ancient game of backgammon. In France it is called jacquet, and in England the American name of backgammon has supplanted the old one of ludo. Fashionable sports are using it as a gambling vehicle.

P. B. FOWLER TO SPEAK TO CLUB

Chamber President Will Address Gyros at Empress Luncheon Tomorrow

EGYPT TUESDAY'S TOPIC

CLUB CALENDAR

MONDAY—Gyro luncheon at Empress Hotel, 12:10 p.m.

TUESDAY—Kiwanis luncheon at Empress Hotel, 12:10 p.m.

THURSDAY—Rotary Club luncheon at Empress Hotel, 12.10 p.m.; Kumtuks Club special box supper.

P. B. Fowler, president of the Victoria Chamber of Commerce, is to be the speaker at tomorrow's regular luncheon meeting of the Gyro Club. The actual subject of Mr. Fowler's address has not yet been divulged, but it is expected that this will have to do with some matter of outstanding interest to residents of Victoria.

Kiwanians will hear two interesting speakers on Tuesday, when Professor Mailliw Yenul and his disciple, Koaj Llewodem, both from Cairo, will speak upon "The Builders of Ancient Egypt." It is possible that the speakers will also deal with certain aspects of voodooism, which is a degraded form of superstition and sorcery practised in Northern Africa, and closely associated with cannibalism.

The programme for Thursday's meeting of the Victoria Rotary Club has yet to be arranged. All that is known at present is that the luncheon will take place.

On Thursday evening the Kumtuks Club will hold a special box supper at the home of the Misses Stead and Thornley at 420 Cook Street.

JURY RECOMMENDS ROAD BE ALTERED

Scene of Fatal Crash Needs Immediate Attention, Is Their Opinion

How the dazzling headlights of an approaching car caused John Parry to swerve from the road and crash into a telephone pole in an accident which resulted in his death, was related at the inquest held on his body at the B.C. Funeral Parlors yesterday morning, with Dr. E. C. Hart, city coroner, presiding.

The jury brought in a verdict of accidental death, and added a rider that the curve on Esquimalt Road, where the crash occurred, should be given immediate attention.

Still stiff from the crash, and with his jaw bound up, Leading Seaman Walter Gray, H.M.S. Despatch, who was riding in the front seat of the car with Parry, appeared at the inquest as the principal witness. He told of visiting the home of Fred Beckwith, 82 Hampton Road, for supper, and then in company with Parry, George Owen and Beckwith returning to Esquimalt and picking up William Middleton, another sailor. Returning to the city the party stopped at a beer parlor for a few glasses of beer, where Parry had about four glasses.

Proceeding along Esquimalt Road towards the city at medium speed, on reaching Macauley Street, Parry swung his car to the left to make the turn, witness said. As he turned his car, lights of an approaching automobile seemed to blind him. He swung to the right to avoid it and crashed into the pole. The next thing that witness remembered was being extracted from the damaged automobile.

A DIFFICULT TURN

The nature of the road at the scene of the accident was described by Chief John Acreman, of Esquimalt, who stated that, even at a speed of twenty miles an hour, it was difficult to make the turn when a car was approaching in the opposite direction. The road, at this point, sloped away to the right side, and the double street car tracks were both on the north side.

Dr. O. F. Aylward, who rendered medical attention to Parry on his admission to hospital, gave evidence that the injured man died in the hospital at 5:10 o'clock Wednesday morning, from a fracture at the base of the skull. The jaw was also fractured and there was a wound in the forehead.

Constable Henry Pecknold, who responded to the call to the scene, and George Owen, who was riding in the back seat of the car, gave corroborating evidence.

Instructing the jury, Coroner Hart pointed out that as far as the question of drinking was concerned, it was extremely unlikely that four glasses of beer would make a man intoxicated. The accident was evidently one of those unfortunate cases which sometimes happen, he stated.

C.P.R. SOCIAL CLUB DANCES TO BEGIN

The first C.P.R. Social Club dance of the season will be held Thursday, September 11, in the Empress Hotel ballroom. A new committee has been named to take charge of these dances, and it is their intention to make them more popular than ever. A good orchestra has been engaged to supply the music.

Assaulted His Wife

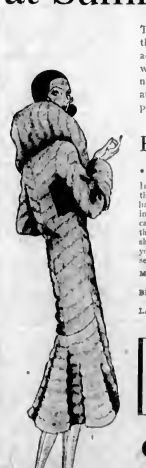
Edward Brooks, charged with assault with intent to do serious bodily harm upon his wife, resulted in a sentence of fourteen days in jail being imposed by Acting Magistrate C. J. Prior in the city police court yesterday morning.

FUNERAL NOTICE

An emergent communication of Britannia Lodge No. 73, A.F. & A.M., will be held in the Masonic Temple, Douglas and Fisgard Streets, at 2.45 P.M., Monday, August 18, for the purpose of attending the funeral of our late brother, Thomas H. T. Lavis. Members of sister lodges and sojourning brethren in good standing are invited to attend.

By order of the Worshipful Master.
W. R. BROWN, Secretary.

All Our Fur Coats at Summer Prices!



The woman who would wear a fur coat this Winter will be well advised to take advantage of this event . . . and choose without delay from a full selection of the new season's loveliest styles. Our fur coats at Summer prices afford the finest values permitted in coats of this quality.

For Fall and Winter . . . a New Silhouette

In many of the smartest fur coats this season there is a well-defined waist and the hem will have a decided flare. This approved effect is well in evidence here, while the soft silky skins, the careful matching of the pelts by expert furriers, the quality of linings and fineness of workmanship make them outstanding values. We invite your inspection tomorrow of the pick of the new season's fur coat styles.

MUSKRAT COATS. Prices from ... $115 to $215

BROADTAIL COATS. Prices from ... $89.50 to $350

LASKIN LAMB COATS. Prices from ... $79.50

Laskin Lamb Jacquettes

In response to the demand for a shorter coat for other occasions, we have made a careful selection of the smartest Jacquette styles. Fine quality Laskin lamb. Price $49.50

Scurrah's

Limited

728 YATES STREET

ESTABLISHED 1885

Ladies' Tailored PUMPS

In satin, dull kid, the new shiny kid, white silkray and moire opera; AAA to E; every size. $10.00 values for, per pair $8.50

Maynard's Shoe Store

649 Yates St. Phone 1232

WHERE MOST PEOPLE TRADE

YOU MAY SAFELY REFER YOUR FOOT TROUBLES TO

JAMES WM. MAYNARD

Foot Specialist and Shoe Expert

Best Credentials and Thirty Years' Practical Experience

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SPECIAL APPOINTMENTS MADE. UP-ISLAND VISITS MONTHLY.

FURNITURE SALE

Our Annual Furniture Sale Is Now On

Splendid bargains in Furniture, Carpets, Chesterfields and Bedding await your inspection. Easy terms arranged if desired.

SMITH & CHAMPION LIMITED

"THE BETTER VALUE STORE"

1420 DOUGLAS ST. NEAR CITY HALL PHONE 718

SIGHTSEEING IN VICTORIA

WITH PICKWICK TOURS

COMBINATION LAND AND WATER TOUR

Including Mr. Butchart's Gardens, Observatory, the Famous Malahat Drive and Mill Bay Ferry

Parlor coaches leave at 9 a.m. and 3 p.m. Time required, 4 hours. You cannot afford to miss this trip.

Fare for Full Trip, $1.00 Phone Early for Seats—366

Some companies charge extra for ferry. No extra charges on the Pickwick—$1.00 is the full fare.

ALSO

Mr. Butchart's Gardens and Observatory Tour at 4:15 P.M. Fare, 50c Return. Time, 3 Hours.

City and Suburban Tour at 10 A.M. and 4:15 P.M. Fare, 50c Return. Time, 2 Hours.

Observatory Special, Saturday Only, at 7:30 P.M. Look at the Stars Through the Big Telescope—Free Lecture. Fare, 50c Return. Time, 2½ Hours.

Look for the Orange and Cream Coaches

STARTING POINT, 619 BELLEVILLE STREET
Just Around the Corner From the Crystal Garden

Phone Pickwick Sightseeing Co. 366

HILL'S U DRIVE YOURSELF CARS

721 VIEW ST.

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SAFETY for your most fragile articles — caution with big or little things, for big or little jobs. Use our expressing service for its expert caution and its speed. We'll save you money, too!

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VICTORIA BAGGAGE COMPANY

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"Build B. C. Payrolls"

Cows Need B. C. Comfort

Newspaper dispatches report heat so great in United States that popcorn popped on the stalk and apples baked on the tree. Moderate temperature is a boon that helps create the perfect quality of Pacific Milk. Herds need it to give their best.

PACIFIC MILK

Factory at Abbotsford, B.C.

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S.J. Curry & Son

Crushed Pineapple

Golden Crushed Pineapple, delicious for pie filling or table fruit; 2 large tins 27c

Heinz White Pickling Vinegar, regular $1.00 gallon for 75c

Mixed Pickling Spice, lb., 35c

C. & B. Pure Tomato Ketchup, large bottles 23c

Gaillard's Pure French Olive Oil, quart tins 72c

Holsum Thick "Tastie" Sauce, 14-oz. bottles 25c

Finest French Sheet Gelatine, per lb. 69c

Nabob Pure Lemon Juice, 1 bottle makes 20 glasses 25c

Large Strong Picnic Baskets With Cover, regular $1.75, $1.25

Mazola Oil, pint tins 35c

Economy Jat Caps, doz., 31c

Jelly Glasses, ½-pint size, per doz. 69c

Clark's Prepared Spaghetti, 7-oz. tins, 3 for 25c

Pure Quebec Maple Syrup, bulk; Imperial pint 50c

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Delivery Dept. 5522 — 612 Fort Street — Fish Dept. 5521

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$25 — $25

Suits to Order

$25 — $25

Charlie Hope

1434 Government St. — Phone 2689

Alaskan Silver, Cross and Blue Foxes FOR SALE

I have a sample lot of genuine Alaskan Foxes on the Island Fur Farm, Hatzic Island, near Victoria, which I will be pleased to show upon request. Raised in real Alaskan stock. I have taken no options on available supply for breeding which seven miles of Victoria, and will consider a partner with capital. Anyone interested can make appointment by getting in touch with me at the Pacific Hotel, Room 17—A. C. ALEXANDER.

— HEAR —

Fox Evangelistic Party of Washington

SUNDAY, 11:30 A.M. and 7:30 P.M.

POURSQUARE GOSPEL CHURCH, AT DOUGLAS AND JOHNSON STREETS

O COME—ALL COME—WELCOME

Oak Bay Conservatives Will Elect Delegates

A general meeting of the Oak Bay Conservative Association will be held in the association rooms, Campbell Building, on Thursday, August 21, at 8 p.m. for the purpose of electing delegates to the annual meeting of the Nanaimo Federal Association.

ODD FELLOWS MEET MONDAY

On Monday night, commencing at 8:30 o'clock, Victoria Lodge No. 1 will put on the first degree. Members of the degree team will report to Bro. Livingston not later than 8:15 p.m.

Members of local lodges and visiting brothers are cordially invited to attend.

Russia now has women ditch-diggers.

FOREST FIRES MOUNT AS HEAT WAVE PERSISTS

Total of 1,445 Outbreaks Reported Since First of Season

HAZARDOUS CONDITION LIKELY TO CONTINUE

Slight improvement in the Southern Interior of the province, and cool, cloudy weather in Vancouver forest districts is reported in the weekly summary issued yesterday by P. Z. Caverhill, chief forester.

A total of 1,445 fires are listed as from the first of the season, compared to 1,424 at this time in 1929 and 979 in the same period of 1928.

Fire conditions remain hazardous throughout the province generally with some improvement on Friday and Saturday through a falling off in temperature.

By districts, Cariboo has experienced 138 fires since the first of the season; Kamloops, 189; the Southern Interior, 541; Prince George, 163; Prince Rupert, 141, and Vancouver, 339. Hazardous conditions continue in the Cariboo, Kamloops, Prince George and Prince Rupert areas, with slight improvement noted at Vancouver.

PEDIATRIC CONGRESS MEETS IN STOCKHOLM

Thirty-Four Nations Are Represented at International Gathering—Early Lectures Daily

BY BJORN RUNEHOLDT

(Copyright, 1930, by The Chicago Daily News Foreign Service.)

OSLO, Norway, Aug. 16.—Delegates from thirty-four nations were assembled today in Stockholm to participate in the International Pediatric Congress beginning Monday.

This congress was called on Swedish initiative and most Governments are officially represented. About forty lectures will be delivered daily in the different sections into which the congress will divide after the opening day.

The deliberations will be held in Stockholm's finest hall, the Konsertsaset. The Stockholm municipality has invited the delegates to a grand banquet in the Town Hall. On Monday a festival performance at the opera and on Tuesday an official congress banquet will be given in honor of the visitors.

Forfeited His Bail

Charles McKenzie, who was charged the day before with vagrancy, failed to appear in the City Police Court yesterday when his case was called. His bail, amounting to $25, was forfeited and a warrant issued for his arrest.

SERVICE AT COLWOOD

COLWOOD, Aug. 17.—Service will be held at St. John's Church, Colwood, today at 11 a.m.

Land Transfers Show Victoria's Ranking Sound

VICTORIA continues to rank high in the cities of the Dominion in point of value of land transfers, which are generally considered in financial circles to reflect the monetary standing of the community in which they take place. According to the records of the assessor's office at the City Hall, land transfers completed during July carried a total value of $204,680. Sales recorded last month totaled fifty-five, with a declared value of $199,840; transfers without sale, $54,570, and declared value in wills and probates $40,470. For the seven months the transfers of properties carried a value of $2,621,801, all within the City of Victoria proper.

City & District

On Way East—A number of medical men from the Pacific Coast states are arriving daily in Victoria on their way to the Mainland and to Winnipeg to attend the conference of the British Medical Association, being held at the Royal Alexandra Hotel next week.

Renovating at Hospital—A permit was granted Saturday by the City Building Inspector to the Royal Jubilee Hospital board for the renovating and reconditioning of wards at the hospital and to make some alterations to the kitchen. The work is to be done by day labor and the cost will be about $4,200.

Wills Probated—In the Supreme Court during the past week proceedings have been taken in the probating of the wills in the following estates: Robert Fox, who died in Victoria, May 18, 1930, with estate valued at $17,879; Ann G. Alexandroff, who died here July 20, 1930, leaving an estate of $6,420.

Three Fire Calls—Burning grass in the 800 block, Cormorant Street, gave the fire department a run at 2:45 o'clock yesterday afternoon. At 3:50 o'clock a second grass fire on Mason Street, near Quadra Street, needed attention, while at 6:15 o'clock they made their last run of the day to extinguish a burning car on Douglas Street, near the Clinkshill Inn.

State Insurance—An open meeting of the Royal Commission on state and health insurance and maternity benefits will be held in the courtroom on Thursday, August 28, at 7.30 p.m. The meeting is for the hearing of any representations which may be made by individual citizens and public, or semi-public organizations touching matters within the scope of the commission's inquiry. All interested in the related matters of inquiry are invited to attend.

Breakfast Club Meets — Fifty members of the Olympic Breakfast Club, of Seattle, were welcomed by Mayor Ameomb at a banquet held in the Empress Hotel yesterday morning. President A. Campbell returned the thanks of the club. Mayor Ameomb's address was characteristically humorous, and he extended an invitation to the members to visit Victoria at a future date. The meeting was given up to a special golf tournament at Colwood, which in the afternoon the members made a visit to the race meets at the Willows.

On Return Visit—Jacques Perrier is on a return to Victoria. It was twenty-seven years ago that Mr. Perrey, a guest aboard a French cruiser, sailed out of San Francisco on a cruise that brought him to the port of Victoria. He is spending a few days in the city on his way to Spain, where he is a director of the North of Spain Railroad, and is returning home from Montreal, where he spent several months studying railway conditions with the Canadian Pacific Railway. He is accompanied by his son Gerard.

Council on Monday—Among the items to come before the regular meeting of the City Council when it opens into session at 4 o'clock Monday afternoon instead of the evening, will be several recommendations from the Board of Police Commissioners concerning street lighting, parking areas, and a defined signal for motorists moving away from a curb and the consideration of the appointment of counsel to defend an action for damages against the chief of police and inspector. The Friendly Help Society is asking for a $500 grant. At 4.45 the council will receive a delegation from the Trades and Labor Council.

MUSKRATS CAUSE SERIOUS PROBLEM

Animals Overrun Saanich Peninsula and Are Even Found in Sea

The amazing spread of muskrats all over the Saanich Peninsula is said to have become a source of considerable annoyance to residents and more particularly to those who grow strawberries.

A few years ago a number of these animals escaped from a muskrat farm close to Sidney, and, evidently finding the climate suitable to their liking, they have increased and multiplied in a manner which shames the guinea pig and leaves the mere rabbit as an "also ran."

W. Burton has recently returned from a visit to the home of Mr. Ross at Tod Inlet, where he has been inquiring into the situation.

IN SALT WATER

Perhaps the most extraordinary development of what threatens to become a public plague is that these creatures have taken to salt water. This, so far as Mr. Burton is aware, is altogether without precedent.

Mr. Ross took Mr. Burton out in a dingby and, by dangling a piece of meat over the side of the boat, tempted one of the creatures onto his hand. It is doubtful whether the muskrats can find anything edible in the sea, although it is possible that they feed off the seaweed and even off the mussels. It is more probable, however, that they land and forage in the neighboring gardens, it is claimed.

MAY EAT EGGS

Another incident in Saanich has definitely reported that he caught a fish-stealing muskrat stealing ducks' eggs. This again, is directly contrary to the regular habits of the animal, which is a strict vegetarian. The owner of the eggs, however, is positive that he caught the animal in the act.

The only solution to the problem, which has resulted in great damage to gardens and also in the wiping of Elk Lake, which is described as alive with muskrats, appears to be, which keep it continually in a muddy state, is, in Mr. Burton's opinion, a systematic trapping campaign.

Unfortunately, trapping is prohibited in the neighborhood of Elk Lake, and, as the skins are only worth about fifty cents apiece, few people take out ten-dollar licenses. Mr. Burton stated yesterday that he considered that a bounty should be placed on muskrats and that the trapping license should be waived in order to cope with the situation.

NANAIMO FARM LEADS IN POULTRY CONTEST

Results for week 41, ending August 16, in the Royal Standard egg laying contest, conducted by the Vancouver Milling & Grain Company, Ltd., were as follows:

S.C. W.L.	Eggs	Total Week Pens
W. S. Anderson, Vancouver	51	1,717
J. Ashby, Port Hammond	46	1,543
H. Bonthron, Cloverdale	47	1,623
S. J. Davidson, Vancouver	46	1,771
F. W. Jordan, Port Moody	45	1,577
F. G. Evans, Abbotsford	43	1,671
J. Lee, Port Coquitlam	43	1,579
W. J. Pearson, Ladysmith	43	1,589
Pratts Laikom Farm, Sardis	43	1,488
F. H. Gossette, Sirocco	42	1,589
Gresham & Son, New Westminster	41	1,505
J. Hoskins, Vancouver	41	1,291
J. Nimmell, Vancouver	40	1,471
W. P. Bailey, Port Haney	40	1,589
Rushmoore, Cloverdale	40	1,520
J. W. Isherwood, Kelowna	40	1,739
Jones Poultry Farm, Port Coquitlam	39	1,597
R. Jones, Agassiz	39	1,597
J. Jones, Port Coquitlam	39	1,597
J. Moore, Milner	39	1,558
Mrs. Mary Jones, Ladner	39	1,623
H. Wetmore, Cloverdale	39	1,446
F. E. Pierson, Victoria	38	1,597
John Dakin, Sardis	38	1,741
H. J. Sowers, Lake Valley	38	1,597
J. W. Reeves, New Westminster	37	1,241
Donald Stalker, Port Hammond	37	1,739
J. H. Ward, Cloverdale	37	1,597
H. Wadelin, Sirocco	37	1,739
Wilson Bros., New Westminster	37	1,558
J. F. Wray, Surrey	37	1,597
S.C. B.R.		
G. Chappell, Cloverdale	42	1,671
Mrs. Cowan, Port Moody	42	1,597
John Goodman, New Westminster	42	1,597
Mrs. Mary Jones, Ladner	42	1,623
W. Maynard, Vancouver	40	1,596
J. Pitt, Port Coquitlam, Vancouver	40	1,597
Dan Russell, New Westminster	40	1,597
Mrs. Thompson, Vancouver	40	1,597
LIGHT SUSSEX		
A. E. Powell, Port Moody	48	1,241
T. Sampson, Victoria	48	1,597
BARRED ROCKS		
Chapelle & Wood, Salt Spring Island	42	1,672
J. Thain, New Westminster	41	1,597
WHITE WYANDOTTES		
Mrs. C. J. Drost, Vancouver	42	1,739
SUMMARY		
Total eggs for week		1,890
Average eggs laid per pen		39
Total		1,890
High hen—Single Pen Poultry Farm No. 1, 258 eggs		
Pen one for week—W. S. Anderson, 51 eggs. Single Pen Poultry Farm, 51 eggs. Production—38.8%.		

STRENGTH OF WOODS

A comparison of strength values of wood of sugar maple and yellow birch shows that sugar maple is considerably the stronger in the green condition, whereas after seasoning they are of approximately the same strength. This is revealed through publication of results of the physical and mechanical properties of Canadian woods by the Forest Products Laboratories of Canada, Department of the Interior.

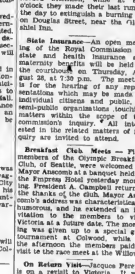
Dancing in churches is under fire in Scotland.

Brunswick

Radio With Panatrope

See It...Hear It! Believe the Evidence of Your Own Eyes and Ears!

The improved musical quality and sheer cabinet beauty of the 1931 Brunswick Radio with Panatrope are features which you can quickly appreciate to your own satisfaction. See it, and hear it play. Cabinets are unmistakably more beautiful . . . tone quality is finer than anything which has gone before . . . Uni-Control is an exclusive feature which brings complete operation of the set under control of one hand and tunes so precisely that but one station can be received at a time. Brunswick, with Panatrope combination, is unquestionably the radio which sets the pace for 1931. Come this week and see it.



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Music from the air or records. Screen grid tubes. Tremendous reserve power and unequaled tuning precision. Complete with tubes

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(Victoria) Ltd.

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1110 Douglas Street — Phone 885

VISITING ARTIST HEARD IN RECITAL

Mr. Cecil Fanning Gives Delightful Programme at "Villa di Grazia"

IS FINE INTERPRETER

With the announcement a few weeks ago that Mr. Cecil Fanning would be in Victoria again this Summer of Mr. and Mrs. H. B. Turpin, "Villa di Grazia," Rockland Avenue, Victoria friends began to look forward with lively anticipation to the delightful opportunity of hearing this distinguished American singer once more.

Yesterday afternoon an audience of about one hundred and fifty specially invited guests heard him in a chamber music recital which brought out some of the finer features of his versatility as a vocalist, interpretator, impersonator and elocutionist. The very wide range of such an occasion, which brings into performance the considerable range of ear and eye, is an exacting test, but Mr. Fanning's versatility emphasizes the strength of his art as well as of his personality by adapting his tone, his expression, his gesture, to the moment's needs. Yesterday he again proved himself an artist of the utmost discretion and refinement, and to Mr. Turpin, who was associated with him in concert work for many years, he had a most discerning and sympathetic accompanist. The audience was enthusiastic in its pleasure, and in response to insistent demands for more Mr. Fanning added a number of delightful encores.

Mr. and Mrs. Turpin welcomed their guests in the music-room, Mr. and Mrs. Alexander Reed, of Dayton, Ohio, receiving with them. Tea was served in the dining-room, the table decorated with a magnificent bowl of dahlias, delphiniums and schizanthus flanked by candles in antique candelabras.

The programme, which was of more than an hour's duration, began at 5 o'clock with two characteristically Irish numbers, the air from Gretry's "Richard Coeur de Lion," and the "Ode to the Evening Star" from Wagner's "Tannhauser." In a manner which was at the same time aloof and intimate, Mr. Fanning interpreted in turn a lyric group of songs from Schubert's cycle "Maid of the Mill," Schumann's "Auftrage," Henri Duparc's "Invitation au Voyage" and "Chanson Triste", a delightful group of old French chansons and contemporaries, one of the modern songs in all of these he passed rapidly and easily from one language to another, from the atmosphere of opera to the German lieder, from the lieder to the romantic, and from the romantic to the dramatic or to the simple songs of the people, showing interesting the range in the general mood and character of each song in turn.

His voice is a fine resonant baritone, beautifully modulated and sympathetically used. As has frequently been remarked in the past, he has an impressive diction, and makes far more than the average artist of his consonants. This was particularly apparent in the jolly onomatopoetic "Cooper's Song," given as an encore, Sidney Homer's humorous "The Last Leaf," and the Schubert numbers. But his whole equipment is that of a great artist, who depends for his effects on finesse and relative values rather than immensity. His pleasant and unaffected manner, his ability to isolate himself from his audience and at the same time sense its reactions to a song, are very great assets, and he showed them yesterday in the relatively small dimensions of a private music-room as greatly as he has shown them in the concert hall.

LOW RENT

Downtown premises, suit hairdresser, plumber, etc.; with or without living-rooms. See

STEWART SHOE STORE

1010 DOUGLAS STREET

DO YOU SUFFER FROM CONSTIPATION?

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Husky boots for husky boys . . .

HERE are boys' boots famous throughout the Dominion for quality and appearance. They have brass hooks and eyelets and are red stitched—reinforced at points that get the most kicks and bangs. They are built specially for boys who know how to "rough handle" boots and are made in British Columbia.

LECKIE

"Red Stitched"

BOYS' BOOTS

J. Leckie Company Ltd.

Vancouver B.C.

Announcements

The thought of what-treatments may cost often prevents further inquiries, but the fact that each treatment is paid for as it is taken—instead of a certain sum of money for the whole case—makes it possible for women with even slender purses. Also the treatments are spread over a period of time, which makes it easier still! Miss Hanman, 805 Broadway Bldg.

Your wedding requires the best in printing for your announcements, invitations, etc. Let us show you samples of our work at reasonable prices. The Colonist Job Printing Department. Phone 197.

Cadboro Bay Hotel — Beautiful sands; children's playground, good home cooking, rates moderate; lunch, dinner, afternoon tea. Phone 3048.

The Beehive—The best silk stocking on the market, $1.95. Also replaced that ladders. Men's English wool socks, 50c.

See Brentwood Bay at its loveliest from Brenta Lodge. Superior accommodation. Choice lunches, teas, dinners. Phone Keating 7M.

Dr. Lewis Hall—Teeth extracted under gas. Office, 204 Bayward Bldg., Douglas Street.

Masters' Whole Wheat Bread is the choice of dietitians and housewives alike, winning instant approval through delicious fragrance, wholesome qualities and absolute purity of material and make. Insist at our two stores, Cook and Government Streets.

Consult Mme. Moreau — Expert readings, international reputation. Special readings, $1.00, Balmoral Hotel. Phone 2730.

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Nanaimo Coal

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Women's Work and Institutes

Island Social Notes

Royal Oak

Mrs. W. J. Jones and daughters, Elfreda and Beatrice, who have spent a month in Seattle, have returned home.

Miss J. F. Watson, of Edinburgh, is the guest of her brother and sister-in-law, Mr. and Mrs. James Watson, Claremont Avenue. Miss Watson, who has been with friends at Prince Rupert for several weeks, was met at Vancouver by her brother via Steveston ferry.

Gilbert Milnes, Pembroke Street, Victoria, is visiting his grandparents, Mr. and Mrs. J. G. Nicholson, East Road.

Mr. and Mrs. Ronald White, of Edmonton, were recent guests of Mr. and Mrs. J. Watson.

Mr. James Watson, his daughter, Kathleen, and sister, Miss J. F. Watson, left on Thursday on a motor trip to Up-Island points and will call on friends at Comox, Qualicum and Campbell River before returning.

Mrs. A. E. Campion entertained on Wednesday afternoon in honor of Mrs. Switzer, who has recently taken up her residence in the district, Rev. J. C. Switzer, succeeding Rev. H. A. Ireland as pastor of Wilkinson Road United Church. The charming rooms were bright with flowers, bowls of sweet peas and asters being used in decoration. The hostess was assisted at the tea hour by Mrs. McHaffie, who poured tea, Miss Borden cutting the ices and Mrs. Pebernat, Miss Etta Goodhew and Miss Jean Pebernat passing the refreshments. The guests included Mrs. Maxwell, Miss Borden, Miss K. Goodhew, Mrs. Strutt, Mrs. Kinnaird, Mrs. McQueen, Mrs. Miller, Mrs. Thompson, Mrs. McGillvary, Mrs. F. Quick, Mrs. Harold Thompson, Mrs. and Miss Congdon, Mrs. W. J. Quick, Mrs. Hine, Mrs. Burnett, Mrs. Comley, Miss Goodhew, Mrs. McHaffie and Mrs. Pebernat.

Deep Cove

Mrs. (Capt.) Charles Wilson and son, Iain, accompanied by Miss Lottie Richardson, spent the past few days in Vancouver.

Misses Joan and Betty Thomas, former residents, but now of Vancouver, returned to their home after spending the past five weeks as the guests of Captain and Mrs. Charles Wilson.

Mr. and Mrs. J. Sansbury, of Oregon are visiting the former's brother and sister-in-law, Mr. and Mrs. Sert Sansbury, of Bazan Bay.

Mrs. Charles E. White, formerly of the Cove but now of Oakland, who came to attend the funeral of her father, Mr. H. Smith, will remain for a time with her mother.

Messrs. Victor Nunn and Benjamin Readings left for Vancouver to spend their holidays.

Professor and Mrs. E. M. Straight have returned from a short visit on Orcas Island.

Mr. Frank Hill, of Kimberley, B.C., is visiting at the home of his parents.

Mr. Pannan, of Vancouver, will spend the next three weeks at the home of Professor P. Boving.

Dr. Ethel M. McLean will leave early next week for Boston.

Alberni

Miss Enid Smith is visiting in Nanaimo as the guest of her aunt, Mrs. W. Gardiner.

Miss Elise Forrest is visiting Mr. and Mrs. A. Gifford, in Nanaimo.

Dr. and Mrs. F. H. Stirling and daughter, Marjorie, of Victoria, B.C., are holidaying at their Summer home at Sproat Lake.

Mrs. Reece Riley, of Vancouver, is visiting her parents, Mr. and Mrs. J. Clegg.

Mrs. Frank Bigmore and daughter, Ruth, and Mrs. Dyer returned to their homes in Vancouver on Friday, after attending the funeral of their nephew, Clive Bigmore.

J. McNiff returned from Vancouver on Friday.

A. Dendoff, Nanaimo, and Mr. C. Fred Smith, Courtenay, were visitors in town during the week, and were guests at the Arlington Hotel.

Mr. and Mrs. A. G. Freeze and daughter, Isabelle, are spending a three weeks' vacation at their Summer home at Sproat Lake.

Mr. and Mrs. George Forrest visited in Vancouver during the week.

Colwood

J. P. Emery, formerly of the Bench School, Cobble Hill, has been appointed principal of the Colwood School.

Mr. and Mrs. E. C. Parker and children are spending a holiday at Campbell River.

Mrs. A. Godfrey and Miss C. Godfrey motored to Qualicum Beach on Thursday, where they will spend two weeks.

Miss K. Grucher, who is a patient in the Royal Jubilee Hospital, is making satisfactory progress following an operation for appendicitis.

Miss J. Murray is spending a holiday in Seattle.

Lake Cowichan

Mrs. H. C. Saunders, Miss H. A. Saunders and Master D. M. C. Saunders have returned to Victoria after spending a week as the guests of the Lakeside Hotel.

Recently Mrs. J. H. Castley was hostess at a bridge afternoon when she entertained with two tables of cards. The honor of winning the first prize was gained by Mrs. W. Coburn, while Mrs. Plummer received the consolation prize.

Miss A. Yates, of the Duncan Health Centre, accompanied by Miss Jenkins, also of the Health Centre, recently visited the lake. Miss Jenkins, who has just taken the post at Duncan, will take Miss Yates' place as school nurse here, while Miss Yates takes command of the centre in Duncan.

Mr. and Mrs. T. Atkins, of the Lakeside Hotel, have as their guests their son and his bride, Mr. and Mrs. H. S. Atkins, of Peace River, Alta.

Mrs. M. E. Bailey and her son Arthur, of Tyee Siding, are spending a few days with Mr. and Mrs. E. S. Lomas.

After spending a month at "Greendale," as the guest of Mr. and Mrs. Frank Green, Miss Dinah Garnett has returned to Cherry Point.

Mr. and Mrs. F. Weir have as their guests the latter's mother, Mrs. M. Singleton, of Vancouver, and sister, Mrs. C. Rees and her daughter Lorna, also of Vancouver.

Mr. Trevor Green has returned after spending a few days visiting with Mr. and Mrs. J. W. Spencer at "Spencerwood," Sidney.

Mrs. S. L. Schoby and her two children, Joan and Sydney, have returned from Cadboro Bay, where they have been camping with Mrs. W. F. Grosskleg.

Mr. and Mrs. F. Green had as their guests on Friday Mrs. D. D. Muir, Mr. and Mrs. D. J. Muir, Mrs. Maurice Maidle and Miss Henderson, all of Victoria.

Miss E. W. Bowden, of Victoria, is spending a three-week holiday as the guest of the Lakeside Hotel.

Mr. Brian Green, accompanied by his cousin, Douglas White, spent the week-end at "Greendale" visiting Mr. and Mrs. F. Green.

Mrs. E. Keast has as her guests her son and daughter-in-law, Mr. and Mrs. Cecil Edmunds, and her four grandchildren, Mr. Kyle Edmunds, Mr. Earl Edmunds and the Misses Lovey and Elfie Edmunds, all of Truckee, Cal. It is sixteen years since Mr. and Mrs. Cecil Edmunds have visited Vancouver Island and they notice a great many changes.

Miss Norah Johnstone has returned to October Mansions, Victoria, after being the house guest of her sister and brother-in-law, Mr. and Mrs. Frank Plummer.

Mr. and Mrs. H. T. Hardinge have as their guest, at "Ingleside," Mrs. Stubbs, of Victoia.

Miss Maynard, of Victoria, has been appointed principal of the Cowichan Lake School, in place of Miss V. Eleanor Vickers, who was recently married at Kelowna to Mr. Allan Castley, son of Mr. and Mrs. J. H. Castley, Cowichan Lake.

Mr. and Mrs. Fred Swanson have had as their guests their nieces, the Misses Helgesen, of Sooke.

Mrs. W. F. Grosskleg and her three children, Billy, Florence and Jean, are camping at Cadboro Bay.

After four years as the station master of the Esquimalt & Nanaimo Railway station, Mr. Harold Potentrie has been transferred to Courtenay. Mr. and Mrs. Potentrie and their son Raymond are now guests of Mr. and Mrs. Norman Thomas at Riverside Inn, but are leaving on Monday for their new home. Mr. Robertson, of Chemainus, is taking over Mr. Potentrie's duties.

Miss M. Williams has returned to Victoria after having visited Mr. and Mrs. F. Green at "Greendale."

Nanoose Bay

Mr. and Mrs. Norman Dickinson, of James Island, were week-end visitors at Powder Point.

Mrs. E. Orfoed entertained at luncheon last Thursday, in honor of Mrs. McRae, of Prince Rupert. Other guests were: Mrs. M. J. Williams, Mrs. Walker Marriott, Mrs. H. Marks and Mrs. W. J. Lang. The party afterwards motored to Alberni.

Miss Clara Tippett, of Brynmarl, late teacher at Brynmarl School, which was closed last term owing to lack of pupils, has been appointed to the Montrose School, in place of Miss Lillian Rath, resigned.

Mrs. Fred Cross has returned home convalescent, after being seriously ill in Nanaimo Hospital.

Mr. Douglas Davidson, of Victoria, is visiting Mr. and Mrs. O. L. Webster.

There was quite a lively appearance in Nor'west Bay, recently, when the Diesel yacht Canim, of Seattle; the motor yacht Le Martinet, of Vancouver, and sundry fishing launches anchored there, presumably owing to an electrical storm and threatening bad weather, which, however, only resulted in .01 inch of rain and a southeast blow.

Mr. Jack Child and Mr. Fred Norris, of Victoria, motored to Alberni recently, spending two nights en route at Nor'west Bay, the guests of Mr. F. S. Claudet.

Metchosin

Mr. C. E. Whitney-Griffiths left recently on a trip which will include a visit to Sproat Lake, Alberni, Long Beach and the West Coast.

Miss Bertrand, a former teacher at Metchosin School, was a visitor here this week. Miss Bertrand was the guest of Mrs. H. C. Helgeson for a few days.

After an absence of several months Mr. G. F. Mathews returned on Friday from England, where he has been visiting relatives, arriving from Vancouver by air.

Mrs. Harte, Miss Katherine Harte and party left on Thursday for a trip up the Island.

Nanaimo

Mr. Leslie Younghusband and Mr. S. Hindmarch are spending the week-end in Vancouver.

Joe Anderson and T. Devlin have left Nanaimo on an extended trip, their intentions being to visit the South Sea Islands in the course of their travels.

Mr. and Mrs. J. H. Warren, of Alberni, passed through Nanaimo yesterday, bound for Vancouver.

Mr. and Mrs. George Tippett and son left for Vancouver, where Mr. Tippett will attend the Foresters' convention, which is being held in the Royal City.

Mr. Arthur Collier, E.A., of H.M.S. Despatch, now in British Columbia waters, is a guest for a few days with his cousins, Mr. and Mrs. J. R. McKinnell, Milton Street.

Mr. H. Gallus the local and Chemainus baseball pitcher, left yesterday for Blakeburn, where his brother Frank is one of the men entombed in the recent mine explosion.

Registrations at the local office of the Automobile Association yesterday included the following tourists: Mr. J. N. Wilson, Winnipeg; Mr. H. F. Russell, San Francisco; Mr. F. M. Watson, Seattle; Mr. Earl David, Moscow, Idaho, and Leroy Tavernath, Salimas, Cal.

Plane passengers to Vancouver yesterday on the Commercial Airways plane were: 9.50 a.m.—Mrs. Jean Francis, Miss Grace Francis and Mr. L. Francis; 1:30 p.m.—Mr. E. Peramaki (Ladysmith), Mr. A. Barr and Mr. Joseph Spruston; 5.50 p.m.—Mr. J. M. Rudd, Mr. R. J. Stewart and Master Tommy Stewart.

At Lakeside Hotel

Among those recently registered at the Lakeside Hotel are: Miss J. Jones, Miss England, Mrs. Robertson, Miss Robertson, Mr. A. Cutcheley, Miss I. Gibbard, Miss Cawker, Mr. G. Drake, all of Vancouver; Mr. and Mrs. Ragian, Oakland, Cal.; Miss Margaret Bannatyne, New Westminster; Mr H. A. Shaw, Duncan; Mr. and Mrs. Diven, Seattle; Mr. A. H. Gibbard, Moose Jaw; Mr. and Mrs. Parry and son, Oakland, Cal.; Mr. and Mrs. S. Munro, Victoria; Mrs. B. G. Breton, Miss Ann Breton, Miss Dorothy Bird, Captain G. Cox, Victoria.

At Glenairley

Recent visitors to Glenairley Farm, East Sooke, include Major and Mrs. Hunter, Mrs. and Miss Appleton, Miss Pease, Mr. and Mrs. Pease, Miss Caddens, the Misses Whitehead, Mr. and Mrs. Wilson and family, Mrs. and Miss Cowaed, all of Victoria, Miss Mandel, Mrs. Garrick and family, Mr. and Mrs. Mason and family, Mrs. Farquhar, Mr. and Miss Pegou, all of Vancouver; Miss Johnstone, Barrie, Ont.; Mr. and Mrs. Riley and family, Los Angeles; Mr. Barrington, Shawnigan Lake; Miss Stone, Mill Bay; Mr. and Mrs. Jewel, Mrs. Burton, Toronto

To Marry Governor's Aide-de-Camp

RECENT photographs of Miss Helen Guthrie, daughter of Hon. Hugh Guthrie and Mrs. Guthrie, of Ottawa and Guelph, and Capt. Victor Blundell, A.D.C. to His Excellency the Governor-General of Canada. Miss Guthrie is the third Canadian girl to wed an aide-de-camp of the Governor-General. Miss Margaret Fleming married Viscount Harding in September, 1928, and Miss Elizabeth Lawson married Capt. Derek Murphy the following March. Captain Blundell is the son of the late Capt. Dermott Blondell, M.V.O., of the King's Own Rifles, Windsor Forest, England. Photograph of Miss Guthrie by Jarvis Studio, and photograph of Captain Blundell by John Powis.

Some Paris Fashions

Oak Bay Church Scene of Wedding

Beautifully decorated for the occasion with pink gladioli and ferns, Oak Bay United Church was the scene of a quiet wedding last night at 8:30 o'clock, when Rev. W. A. Guy united in marriage Jean Alexandra, younger daughter of Mr. and Mrs. F. A. Small, 1146 Richardson Street, and Mr. Ernest Robert Logan, younger son of Mr. David Logan and the late Mrs. Logan, Clo-oose. The wedding music was played by the organist, Mr. Hollins, and during the signing of the register, Miss Edna Moody, of Toronto, cousin of the bride, sang "O Promise Me."

Given in marriage by her father, the bride looked charming in her gown of shell pink crepe de Chine, cut in princess lines, with full skirt which touched the floor at the back, and plain bodice with long tight sleeves and a loose coatee. With this she wore a long veil of shell pink silk net edged with Honiton lace, and confined to the head with a cap of the lace. She carried a shower bouquet of white rosebuds, white heather, sweetheart roses and maidenhair fern tied with cream tulle.

The bridesmaids, both cousins of the bride, were Miss Georgina Moody, of Toronto, and Miss Patricia Pearce, both in lovely frocks of primrose flat crepe made with full long skirts, with panels shirred onto the hips, and tight bodice finished with lace collars, and large bows of crepe at the back of the natural waistline. They wore dainty lace caps and carried bouquets of yellow rosebuds and maidenhair fern. Master Alexander Glover, nephew of the bride, was a diminutive trainbearer in a smock and trousers of pale pink silk broadcloth. The best man was Mr. Alexander Chisholm, and the usher was Mr. Glover.

A small reception, at the home of the bride's parents, followed the service, when only relatives and a few intimate friends were present. Standing in front of a screen of ferns, Shasta daisies and sweet peas, the young couple received the best wishes of the guests, and were assisted by Mrs. Small in a gown of Liberty crepe in shades of purple and grey, and a lacey straw hat to match. The supper table was centred with the bride cake, and lighted with tall yellow candles. Mr. and Mrs. Logan left later for the Mainland en route to Jasper Park, where the honeymoon will be spent, the bride traveling in a smart tailleur of grey silk poplin and an overcoat of broadcloth with a squirrel collar, and a small close-fitting hat of grey straw with a guinea feather mount. On their return they will make their home at Clo-oose.

At Y.W.C.A.

Guests at the Y.W.C.A. include: Miss Agnes MacFarland, Miss G. M. Dickason, Regina; Miss Marian James, Grand Rapids, Mich.; Miss Bittencourt, Ottawa; Mrs. M. Horrocks, Miss M. Talbot, Miss J. Cruickshanks, Edmonton; Miss B. O'Haro, Miss Elsie Peterson, Miss Elvih Assengrew, Blanche Farnsworth, Miss Edythe Clyne, Seattle; Miss C. B. Smith, Miss C. McEwen, Calgary; Miss Annie M. Bundy, Topeka, Kansas; Mrs. W. Tucker, Portland Ore.; Miss Morton, Red Deer, Alberta; Miss E. S. Balden, Ahousat, B.C.; Miss Ida Davidson, Meadowvale, Ont.; Mrs. L. W. MacBean, Medicine Hat; Miss A. Currie, Edinburgh; Miss M. L. Fawcett, Hamilton; Mrs. E. J. Hamilton, Mrs Wallace, Winnipeg; Miss Prentice, Vancouver; Miss E. McIntyre, Miss L. Morris, Great Falls, Mont.; Mrs. George Lawrence, Cowichan Lake; Mrs. and Miss Ball, Grenfell, Sask.; Miss B. Cozens, Kelowna.

At Beverley Hotel

Recent guests at the Beverley Hotel Apartments include: Mrs. G. Murdoch, Mr. and Mrs. A. Wood, Mr. and Mrs. E. Stiaant, Mr. and Mrs. W. Allison, Miss M. Allison, Mr. and Mrs. J. S. Goddard, Mr. L. Crossley, Mr. and Mrs. O. V. Johnston, Mr. G. R. Cosway, Vancouver; Mrs. E. Ridgaed, Winnipeg; Mr. and Mrs. Holness, Mr. and Mrs. F. M. Lamb, Calgary.

At Riverside Inn

Among those registered at the Riverside Inn are: Mr. and Mrs. D. W. Campbell, Victoria; Mr. A. Bird, Alberni; Mr. R. Murray, Duncan; Mr. W. Holt and party, Cowichan Bay; Mr. and Mrs. Van Fleet, San Francisco; Mr. W. B. Latta, Victoria; Mr. and Mrs. Ormond, and Mr. H. P. Estlin, Victoria.

At Brenta Lodge

Guests at Brenta Lodge include: Mr. and Mrs. H. E. Goldsmith, Hong Kong; Mr. and Mrs. H. B. Stuart, Miss Jean Stuart, Miss Audrey Stuart, Toronto; Mr. A. F. Johnson, Mr. S. B. Johnson, Omaha; Mr. F. W. Warner, Mr. F. W. Warner, Jr., Pasadena.

Kitty McKay

By NINA WILCOX PUTNAM

The girl friend says that if some of us didn't get our shoes a little tighter than they should be, a lot of deserving manufacturers of shoe horns would be thrown out of employment

LARGE BEDROOM SUITE—SPECIAL $150

Regular $205.00

This suite consists of a large dresser, chiffonier, vanity with full length mirror and side glasses, double bed and bench. It is a mauve enamel and daintily decorated.

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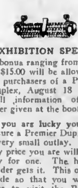

EXHIBITION SPECIAL

A bonus ranging from $3.00 to $15.00 will be allowed to all purchasers of a Premier Duplex, August 18 to 23. Full information of this offer given at the booth.

If you are lucky you may secure a Premier Duplex for a very small outlay. Name any price you are willing to pay for one. The highest bidder gets it. This offer is made so that you will be sure to visit the Premier Stand at the Exhibition.

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GOVERNMENT AND VIEW STREETS

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Linen Shower

Mrs. G. Hart, 319 St. James Street, held a linen shower for Miss Ada Newell, a popular bride-elect, on Wednesday afternoon. The many lovely gifts were concealed in a daintily decorated box in colors of blue and gold. A basket bouquet was presented by Mrs. J. Phillips to the guest of honor. Beautiful blue and gold flowers were used as table decorations. Assisting the hostess in serving tea were Mrs. J. Phillips, Mrs. Foster and Miss Elsie Newell. Miss Ada Newell was assisted in cutting the cake by Mrs. J. A. Davidson. The invited guests were Miss Ada Newell, Miss E. Newell, Mrs. I. Newell, Mrs. P. Newell, Mrs. J. Phillips, Mrs. Foster, Mrs. J. A. Davidson, Miss N. Landers, Miss Joyce, Mrs. W. Tickle, Mrs. Merrix, Mrs. Wilkinson, Mrs. Medley, Mrs. G. Robinson, Mrs. J. Wilson, Mrs. Fenwick, Mrs. Plum, Mrs. Newman, Mrs. Rogers, Mrs. Burgett, Mrs. Girdwood and Mrs. Milligan.

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From New Zealand

Dr. Edwin C. Hayes, of Christchurch, New Zealand, a passenger on the Niagara last week, is the guest of his aunt and cousin, Mrs. Mason and Miss Mae Mason, Coronation Avenue. Dr. Hayes is the delegate of the New Zealand branch of the British Medical Association to the medical congress to be held this month in Winnipeg.

One of Victoria's Recent Debutantes

—Photo by Knight

MISS PAMELA WINSLOW

Daughter of Mr. and Mrs. F. S. Winslow, Craigdarroch Road, who entertained at a dinner party last night before Mrs. Ker's dance at Colwood.

Leave for Arizona

Mrs. M. Updegraff, of Prescott, Arizona, who has been spending the Summer months at Mayne Island with her daughter, Mrs. George Maude, is leaving today for her home. She and her daughter have been staying at the Guest House and yesterday Mrs. George Maude gave a children's party in honor of the seventh birthday of Miss Alison Maude. The guests included Mrs. Cecil Clarke and her children, the Misses Joan and Annette Clark, Mrs. Clifford Adems, Miss Elizabeth Adams, Mrs. Ernest Clarke, Miss Polly Clarke, Mrs. Harold Payne, Miss Barbara Payne, the Misses Saunders, Miss Margaret Payne, Miss Dora Payne and Miss Ryle.

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Portland Organist Here

Mr. and Mrs. William Robinson Boone, of Portland, Ore. are visiting Vancouver Island for two or three weeks, spending the time fishing, motoring and camping. They are now in Victoria for a few days. Mr. Boone is a well-known musician, being organist of the Temple Beth Israel and of First Church of Christ, Scientist, Portland. He is also conductor of the Portland Glee Club, and at the present time holds the office of president of the Musicians' Club, and also is dean of the Oregon Chapter of the Guild of Organists.

• • •

Hold Informal Musicale

Mr. and Mrs. J. G. Cameron, 1085 Moss Street, entertained about twenty guests at an informal musicale last evening in honor of Mr. William Robinson Boone, an organist of Portland; Mr. Theodore Salmon, Los Angeles pianist; Miss Justine Gilbert, of Portland, and Miss Mary Bucklin, who is home from Mills College, California, for the holidays. The evening was delightfully passed with music, and shortly before midnight supper was served in the dining-room, where sweet peas formed the table decorations.

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Entertains at Dinner

Miss Pamela Winslow was hostess at a delightful dinner party last night, later taking her guests on to the dance given by Mrs. D. R. Ker and Miss Inez Ker at the Colwood Golf and Country Club, including Miss Alice Cotton, Miss Annette Dottridge (London), Miss Anna McBride, Miss Patsy Heming, Miss Margot Homer-Dixon, Miss Margie Fraser, and Messrs. Roger and Eilbeck Wilson, Arthur Fell, Tim Martin, Bill Lambert, Bill Dunbar and Dick Edgell.

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Bridge Hostess

Mrs. G. A. Phillips entertained at her home on Beach Drive, Uplands, with several tables of bridge on Friday afternoon, when her guests included Mrs. C. S. Wilkis, Mrs. Austen Leigh, Mrs. O. G. Hunt, Mrs. R. Wilby, Lady McBride, Mrs. M. Isaacs, Mrs. Alex. Scott, Mrs. F. A. Lindsay, Mrs. A. Morris, Miss Hancock, Mrs. John Turner, Mrs. A. L. Aylmer, Miss Sweeney (Montreal), Mrs. A. F. Griffiths, Mrs. J. Lightbody and Mrs. Saxton White.

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Dinner Hostess

Miss Elaine Gallither, St. Charles Street, was hostess at a small dinner party last night before Mrs. Ker's dance. Her guests were Lieutenant-Commander and Mrs. B. Barnes, Miss Rosemary Johnston, Misses Helen and Norah Wilson, Lieutenant W. Porteous, R.C.N., Lieutenant J. C. Hodson, Mr. Burke Carpenter and Lieutenant Harland, R.N.

• • •

Supper Party Given

Miss Winnett Copeland entertained with a supper party on Friday evening at her Summer home, "Heart's Content," Shawnigan Lake, in honor of Miss Winnifred Tervo and Mr. Guy Waddington, whose marriage takes place next week.

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Back From California

Miss Mary Bucklin, who has been attending Mills College, California, has come home for her holidays, and will spend the next three or four weeks with her parents, Mr. and Mrs. George Bucklin, Victoria Avenue.

• • •

Returns After Holiday

Miss Mary Irene Silk has returned to her home, 861 Fleming Street, after a holiday with Mrs. Harding, of Seattle, and Mrs. MacDonald, of Tacoma. She is accompanied by Miss Mary MacDonald, of Tacoma.

• • •

Returns Home

Miss Nora Sherwood, Currie Road, has returned from a trip to the Queen Charlotte Islands, going as far north as Anyox and Stewart. Miss Sherwood spent two weeks on the Mainland visiting friends before returning to Victoria.

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Here From Australia

Mrs. E. Stranger, accompanied by her two daughters, Miss E. and Miss D. Stranger, are visitors in Victoria from Perth, West Australia, and are staying at the Dominion Hotel over the week-end.

• • •

Returning to Honolulu

Dr. and Mrs. C. B. Cooper, who have been spending the Summer at Sproat Lake, where Dr. Cooper recently purchased Arbutus Island from Cornelius Vanderbilt, Jr., are returning to Honolulu.

• • •

Visiting Aunt Here

Mrs Horace Wood, of Vancouver, flew over from Vancouver yesterday to visit her aunt and uncle, Mr. and Mrs. George Bucklin, Victoria Avenue, with whom she will be staying for a few days.

• • •

Return From Holiday

Mr. Norman Rant and Mr. H. J. S. Muskett, of Vancouver, returned yesterday from a holiday trip in the mountains beyond Sol Duc. Mr. Muskett left for Vancouver last night.

• • •

Entertains at Buncrana

Miss Gladys Irving was hostess at a dinner party at Buncrana, Terrace Avenue, last night before the dance at Colwood.

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In Hospital

Friends of Miss P. Beadnell will be sorry to hear she has to remain in hospital for three weeks longer in Vancouver.

• • •

Leaving for California

Miss Eileen Finucane is leaving today to motor to California to visit friends in Los Angeles, and will return by boat.

A Pretty Toronto Bride

An interesting camera study of Dorothy F. O'Neil, daughter of Mr. and Mrs. George Henry O'Neil, of Toronto and Lewiston Heights, New York, who recently married Thomas Bernard Farrell, Jr., of Montreal, at Lewiston Heights.

TODAY'S RECIPE

BLUEBERRY Roll—Make a rich biscuit dough, cut it into pieces of even size and roll each piece out thin. Spread with washed blueberries, adding several bits of butter to each roll. Roll up and pinch the ends together. Place in a deep pan, add one cup sugar and one-quarter cup butter to every four rolls. Pour in hot water, enough to just cover the dough and bake in a hot oven for half an hour.

Returns From Alaska

Mrs. Thornton Fell, who has been on an Alaskan cruise, subsequent to which she was the guest of Miss Sutherland, of Barclay Street, Vancouver, has returned to the Guest House, Oak Bay.

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Leave for Calgary

Sir Nigel Cleaver and the Rt. Hon. Richard Strickland passed through Victoria yesterday en route for Calgary and were entertained at luncheon by Mr. Jim Barclay.

• • •

Leaves for East

Miss Enid Flint left on yesterday's boat for Seattle, en route East, where she will visit friends and relatives in Detroit, Niagara and Toronto.

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Back From Vancouver

Mrs. Frances Lightbody has returned to her home on St. David Street, Oak Bay, having spent the past month in Vancouver, the guest of Miss Marion Decks.

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Dayton Visitors

Mr. and Mrs. Alexander Reed, of Dayton, Ohio, are visiting their uncle and aunt, Mr. and Mrs. H. B Turpin, "Villa di Orazia," Rockland Avenue, for a few weeks.

• • •

Dinner Host

Mr. Lacy Hofius, of Seattle, entertained at dinner last evening, the party later attending the dance given at Colwood by Mrs. Ker and Miss Ines Ker.

• • •

Dinner Hostess

Miss Ines Carey, Rockland Avenue, was among those entertaining at dinner last evening before the dance given by Mrs. D. R. Ker at Colwood.

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At Brenta Lodge

Mrs. Florence E. Patton, of New York, who spent last Summer on Vancouver Island, has again returned to Brenta Lodge for the rest of the season.

• • •

From Montreal

Miss Sweeney has arrived in the city from Montreal and is the guest of her sister, Mrs. A. L. Aylmer, "Pendower," Lansdowne Road, the Uplands.

• • •

In Vancouver

Miss Susie W. McConnell, of Vancouver, is spending her two weeks' vacation with her parents at 425 Walter Avenue, Gorge, Victoria.

• • •

Return From Trip

Miss Yvonne de Bretigny and Miss Sally Nixon have returned after a two weeks' motor trip up the Island as far as Upper Campbell Lake.

• • •

Leave for Portland

Mrs. W. W. Wilson, Miss Eileen Wilson and Master Bryan Wilson have left to spend a holiday in Portland.

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At Orcas Island

Mr. and Mrs. Bert Tallack, with their little daughter, Sylvia, are spending a holiday at Deer Harbor, Orcas Island.

• • •

Mr. Allan M. Oliver, Customs collector of Powell River, with Mrs. Oliver and son, Bruce, have returned home after visiting friends and relatives in this city.

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Back From Alaska

Miss Nora Drury, Richardson Street, returned home this week from a trip to Alaska and to Stewart, B.C.

Cocoon production in Italy may be retarded this year because of the effects of unseasonal rains on mulberry trees.

Golden Wedding Is Celebrated

Mr. and Mrs. Peter Christianson, two old-time residents, celebrated their golden wedding on August 11 at their home on Dysart Road. The couple were married in Iceland, their native land, in 1880, coming to Victoria forty years ago. Members of the family gathered at the reunion on Monday evening, masses of gladioli and other Summer flowers lending a gay atmosphere to the reception rooms. A handsome wedding cake centred the supper table, which was decorated in a color scheme of gold. Many gifts and messages of congratulation and goodwill were received by Mr. and Mrs. Christianson.

Mr. Christianson's sister and brother-in-law in Iceland cabled their good wishes, and another telegram, accompanied by a beautiful bouquet of flowers, was received from Mrs. Brynjolfson, of Victoria, who has just arrived in Montreal from Iceland, where she attended the one-thousandth anniversary of its first parliament. From their family Mr. and Mrs. Christianson received a purse of gold.

Among those present at the celebration were the two daughters of the venerable couple, Mrs. Fred Turgoose, of Saanichton, and Miss Jennie Christianson, also their son-in-law, Mr. Turgose, and their three grandchildren, children of Mr. and Mrs. Turgose, and the following friends: Mrs. A. Pike, Mrs. W. C. Macdonald, Mrs. Anna Davey, Mrs. Parnell, Mr. and Mrs. W. D. Michell, S. Johnson, Mr. and Mrs. T. G. Eastman, Miss M. J. Stephson, Dorothy Brooks, Harold Brooks, Miss M. N. Foxall, Mr. W. Foxall, Mrs. D. Lawson, Mr. and Mrs. Millington, Mr. A. H. Hinkman, Mr. J. H. Davey, Mrytle Merkley, Mrs. E. Merkley, Mr. and Mrs. M. Dean, Mrs. R. Stewart, Miss Stewart, Miss J. B. Fieber, Mrs. B. Thompson, Mrs. S. Lindal, Miss Loretta Pope, Mrs. R. D. Pope, Miss Mathilde Jorgensen, Mr. and Mrs. G. Jorgensen, Mr. Walter Jorgensen, Mr. and Mrs. P. Shandley, Miss Lauraine Shandley and Mr. and Mrs. Brandson.

Clubs and Societies

Colwood W.A.

The first meeting of the Junior Women's Auxiliary since its reorganization took place at the vicarage on Thursday afternoon. Mrs. A. L. Nixon, superintendent, assisted by Mrs. G. Turner, welcomed the young members. The election of officers resulted as follows: President, Eleanor Peatt; vice-president, Mildred Peatt; secretary, Lily Ilott; treasurer, Olive Morrison. Dolls were given out for the members to dress. Membership cards were distributed and other matters were discussed. The meeting closed with prayer, after which tea was served by Joan Godfrey and Grace Cockerton.

• • •

W.B.A. Review

The regular meeting of Queen Alexandra Review No. 1, W.B.A., will be held tomorrow in the K. of C. Hall, Government Street, at 7:30 p.m. The social after the meeting will be a card party arranged by Mrs. Stevens. The health supervisor, Mrs. Le Gallais, and the provincial director, Mrs. O'Brien, from Vancouver, are expected to be present.

• • •

Daughters of England

Primrose Lodge, D.O.E. choir members are asked to meet at a practice on Tuesday at 8 p.m. at the home of Mrs. Hatcher.

ST. BARNABAS' PICNIC

The members of St. Barnabas' Sunday School will journey to Little Cordova Bay on Saturday, August 23, for their annual picnic. Parishioners and their friends are invited and are asked to meet at the schoolroom at 1 p.m.

BREAD PRICES IN DOMINION MAY BE INVESTIGATED

Department of Labor May Institute Action Under Combines Act

DATA BEING GATHERED FOR LATER REFERENCE

OTTAWA, Aug. 16.—Bread prices in Canada will be investigated under the Combines Act if the review of the situation now being made by F. A. McGregor, registrar, is considered by the Minister of Labor, Hon. Gideon Robertson, to warrant such action. A number of city councils in Ontario and Western Canada have made requests to the department for an inquiry into the continuation of high bread prices when the price of wheat has tumbled to below the dollar mark.

It is pointed out that bread is selling at the same price now, with wheat around a dollar a bushel, as it was when the price of wheat was at $1.50 a bushel.

No formal application has yet been received by the minister for an investigation under the act, and the question is whether such a probe could be conducted without a definite charge of existence of a combine having been formulated. On this point the minister is understood not to have reached a decision, but he has instructed the registrar to gather data on the situation in order to assist him in reaching a conclusion.

Should the minister decide that circumstances warrant it, he will order a preliminary inquiry to ascertain if a combine exists.

Senator Robertson is today in Toronto and could not be reached.

Engagements

DAY—AITKEN

Captain and Mrs. A. M. Aitken, 1022 Linden Avenue, announce the engagement of their third daughter, Irene Maud, to Mr. Eric Day, second son of Mr. George Day and the late Mrs. Day, of Vancouver, B.C. The marriage will take place in September.

WOOD—CHURCHILL

The engagement is announced of Alice Elizabeth, eldest daughter of Mr. and Mrs. J. W. Churchill, 3144 Harriet Road, to Mr. Reginald Arthur Wood, nephew of Mr. and Mrs. J. Hudson, 1126 Faithful Street. The wedding will take place in September.

FREEMANTLE—CHAPIN

Mrs. V. M. Chapin announces the engagement of her eldest daughter, Margherite Elina, to Mr. Reginald Arthur Freemantle, eldest son of Mr. and Mrs. H. C. Freemantle. The wedding will take place at Christ Church Cathedral on September 3 at 8 a.m.

BICKFORD—MILLER

The engagement is announced of Grace Alma, twin daughter of Mr. and Mrs. W. J. H. Miller, Saanichton, to Mr. Herbert Bickford, fourth son of Mr. and Mrs. William Bickford, Tod Inlet. The wedding will take place on Wednesday, September. 3.

SMALL—RIVERS

Mrs. Rivers, 648 Niagara Street, wishes to announce the engagement of her eldest daughter, Constance Haig, to Mr George A. Small, of Courtenay, son of Mrs. G A. Small, of Vancouver. The wedding will take place early in September.

MARTIN—TINDALL

Mr. and Mrs. G. W. Tindall announce the engagement of their eldest daughter, Caroline Annie, to Mr. William Charles (Van) Martin, son of Mr. and Mrs. H. C. Martin, of Lampson Street, the wedding to take place in September.

A CANADIAN PLAYGROUND

North of the great fertile belt devoted to agriculture there lies in the province of Saskatchewan a region of rocks, woods and water which seems almost to have been formed by nature as a special playground for man. Here are found thousands of crystal lakes. White birch, jack pine and white spruce grow here to unusual size and beauty. Pickerel, pike and grey trout are plentiful in the lakes and streams, while moose, deer, bear and many species of game birds abound. A typical example of this region is Prince Albert National Park. It was set aside in 1928 and is an important addition to Canada's already fine system of national reservations.

Warsaw, Poland, will hold an international transport exhibition this year.

When the district nurse of Ratho, Scotland, showed recently that she had made 2,380 visits in the last twelve months, officials voted to buy her a motorcycle.

Beach HOTEL
OAK BAY (VICTORIA) B.C.
OUR FOOD IS GOOD
OUR VIEW IS FAMOUS
Appreciated by the Most Fastidious

DE FOREST CROSLEY
The Sensation of 1930
De Forest Crosley "BROCK" $158.00
Radio entertainment at an amazing low price is brought by this beautiful lowboy, complete with tubes.
Radio-lectric Ltd.
635 Port St. Phone 3111

Continuous Clarification System Used
Pantorium DYE WORKS of Canada, Limited
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Try the Valeteria Service—There's None Better

PLATES
At Popular Prices
Our endeavor is to provide Dental Plates fitted to give complete comfort at lowest possible prices. See us this week for further information.
DR COULTAS
1105 DOUGLAS ST

AUGUST FURNITURE SALE
In Full Swing
Standard Furniture Co.
719 YATES

• No wonder 3,000 Victoria women prefer a smart Firth Bros.
$6-Permanent
A permanent by Firth Bros. always has that added touch of smartness! The newest and most charming styles are at your command. Every operator is truly expert. Equipment is modern . . . up-to-date. No appointment is needed. Instead, you just walk in. And the charge is only a moderate $6! No wonder more than 3,000 Victorians have come to us for their Permanent. You, too, should accentuate YOUR beauty with a Firth Bros. Permanent Wave!
And We Charge Only $1.00 for
(1) A Finger Wave and Shampoo, or (2) A Water Wave and Shampoo, or (3) A Shadow Marcel and Shampoo
FIRTH BROS.
OPEN UNTIL 8 P.M. SATURDAYS
709 FORT STREET

1212 Douglas Street
Phone 1901
Mallek's LIMITED
Women's Ready-to-Wear, Millinery and FURS

An August Fur Sale Super-Special
Smart
MUSKRAT COATS
$115
Monday and Tuesday Only!
This is quite the most thrilling of all the exciting announcements that have featured this extraordinary August fur event. It seems difficult to believe that finest quality muskrat coats in the newest of chic styles for Fall . . . with the correct new collar and cuff treatments . . . all lined with fine silk and reinforced throughout . . . can be offered for only $115. But it's so! . . . for Monday and Tuesday only. They're so utterly smart and charming they must really be seen to be appreciated. See them in our windows or better still, drop in—we'd be very pleased to show you them.
A small deposit holds your coat until you wish to wear it. And our convenient Budget Payment Plan is entirely at your disposal.

Our New "Periform" Bifocal Means—
Safety First
Because there is no "blind spot" in our new "Periform" Bifocal Lens, street crossings, going up and down steps, etc., become easier and safer. You have greater comfort and walk more confidently. Your next pair of Bifocal glasses should be "Periform."
Call in and see them.
Norman G. Cull, Ltd.
Opticians and Optometrists
1108 Douglas St. Victoria, B.C.

PRESENTING
. . . the New Fall Model!
Style-wise Victoria women will be delighted with this fascinating showing of the chic new models for Fall. Drop in! It will be a pleasure to show you these smart new pumps, straps and ties.
CATHCART'S
1208 DOUGLAS ST. PHONE 1125

633 Fort St.
Dorothy M. Winder
Tel. 8298 Ladies' Ready-to-Wear

Complete Assortments Always
HERMAN'S 725 YATES
Fashion Shop

FRECKLES
Tells How to Rid Your Complexion of These Ugly Rusty-Brown Spots
If you freckle easily, yet find these blemishes hard to remove, read what thousands of women do to fade out every last freckle and gain a clear, beautiful complexion. They use Othine and no longer dread the Summer sun and winds.
You, too, will find that after a few nights' use of this dainty white cream even the worst freckles have begun to disappear, while the lighter ones have vanished entirely. It is seldom that more than an ounce of Othine is needed to clear the skin of these ugly blotches.
Be sure to ask at any drug or department store for Othine double strength. It's always sold with guarantee of money back if it does not remove even the worst freckles and give you a lovely, milk-white complexion. (Advt.).

"FULL TIDE"

By HERBERT GALWAY

(Author of "Mark Burford's Heir," "Miss Nobody," "The Squire of Redesby," Etc.)

CHAPTER X

There was great surprise when the news was published that Sir James Ardon, the well-known ironmaster, had died intestate. That a man who had lived all his life according to strict business rules should neglect the most important duty of making a will was quoted as a proof of his failing mental powers for some months before his death.

Diana was not invited to the funeral. Jasper had said that nobody would be there but immediate relatives, which meant his mother and himself.

Mrs. Stevens asked the lonely wife to return to live with her in the hope that she might forget her grief, but Diana said she felt sure Tony would return some day and she wanted to keep the home for him.

A few days after the funeral Jasper Snaith called at Lilac Cottage again. He was sad, as befitted a young man who had just been deprived of a near relative, and his black clothes made his sallow complexion look even more muddy and foreign.

"I thought I would call and see if you had heard from dear Tony," he began when Diana entered the drawing-room.

"Have you heard again?"

Snaith bit his lip with anger at the ill-disguised contempt in the girl's tones, but his voice was low as he asked how he could possibly have heard under the circumstances.

"You saw the telegram I received saying that my cousin had fallen overboard from a ship? Well, I found that that was not quite correct."

Like a drowning man clutching to a straw, Diana's lips parted with eagerness as she waited breathlessly for his next words.

"Not correct?" she murmured faintly, hoping against hope that it was all a horrible mistake.

"In its details," he went on relentlessly, playing with her anxiety like a tiger playing with its helpless victim. "I have more authentic news of the manner of his death. The ship he was on was called the Albatross, and you will see from this cutting what happened to it."

Diana almost snatched the piece of newspaper from his hand and read with tear-dimmed eyes that the tramp steamer Albatross had been lost with all hands during a terrible storm off the coast of the Azores. Without a word she handed back the cutting.

Regaining her self-control, she asked with unnatural calmness: "How do you know it was the Albatross that Tony was on?"

Jasper Snaith hesitated. The question was so entirely unexpected.

"I—I got it from the same source that the only ship that left the quay on the night of Tony's disappearance was the Albatross and that it was the same ship referred to in the first message."

"Then this news might be no more reliable than the other?"

Snaith smiled, and he could not disguise the triumph he felt.

"There is no doubt about the boat being lost. This paragraph comes from Lloyds originally."

"Yes, yes," was the impatient reply. "But what proof have you that Tony—" she gulped a sob "—that Tony was on board the Albatross when it went down?"

"Because they called at no port after once leaving the docks, and it is therefore obvious that——"

"You are keeping something from me," faltered Diana. "There is some horrible secret which I can't fathom and which nobody will tell me. I——"

Jasper Snaith's eyes glowed like live coals as he came nearer the distraught girl.

"If I have suppressed anything," he murmured, "it is for your sake. Let us speak nothing but good of the dead, so don't ask me for details."

"What do you mean?" she asked bluntly. "Tell me. I want to know."

Even Jasper Snaith recoiled a little from the quiet determination of the voice.

"Surely you do not want me to lacerate your feelings, apart from besmirching the memory of the dead? I came to say——"

The color fled from Diana's face and her bosom heaved tumultuously. Speaking with an effort to appear calm, she panted: "If you mean that Tony is dead—drowned, you may be speaking the truth. I can't—I can't prove or deny it. But if you are telling me that he owes what misfortune has befallen him to his own faithless folly, you lie!"

Jasper Snaith winced as though he had been struck in the face and his swarthy skin turned livid. But his tones were smooth and quiet when he spoke.

"You do me an injustice," he went on in an injured tone. "I am as much concerned for Tony's safety as you are, and I have told you all I know—without telling you too much."

For answer Diana rang the bell. When the maid appeared, she told her to show Mr. Snaith out, and without another word left the room.

A mechanical smile—or perhaps it should be better described as a sickly grin—was on Jasper Snaith's face as he passed out of the house, but once in the open air his expression changed completely. The Eastern brown of his complexion became almost yellow and his evil grin was a mixture of rage and triumph.

Without looking either to the right or the left, he walked home at a rapid pace, straight up to his own room and locked the door.

The next morning Diana received another shock. It was a notice to quit the cottage "as the executors of the late Sir James Ardon desired it for the use of some of the household staff at Ardon Hall." It regretted the necessity of the step, but pointed out that housing was so difficult that the executors could not afford Diana and her maid "to enjoy the exclusive use of the premises." This precious document was signed "Black & Down, Solicitors to the Estate."

Diana had heard rumors that the firm consisted solely of Snaith, and now she felt sure that they must be true. Nobody but he would have done such a cruel thing. So far as Black & Down were concerned, how could they possibly know anything of Tony? Then she remembered that they had conducted all correspondence with reference to the appointment offered in Limehouse, and it was reasonable to suppose they were aware of Tony's disappearance. She dared not think of his death. That was too awful to contemplate. And yet—and yet they would be afraid to turn her out if they were not sure she was now a widow. Her heart almost stopped beating. A widow? She shut out the dreadful thought and determined to visit Messrs. Black & Down's offices without loss of time.

The solitary clerk expressed regret that neither Mr. Black nor Mr. Down was in, but Mr. Snaith (the manager) would be glad to see her.

Diana with difficulty hid the contempt she felt and said she would see Mr. Snaith if he were not too busy.

"I expected you—er—Mrs. Ardon," he said when she entered his private office. "I am sorry we need the cottage, but it can't be helped at these times."

"But that is my husband's home," protested Diana, "the home to which he will expect to return."

"You must be fully aware that that is a very remote possibility. In fact, you must know—as we know—that it might even be considered an impossibility. Messrs. Black & Down, my chiefs, have sufficient proofs of your husband's death to justify them in their belief and they cannot afford to allow you and your maid to be the sole occupants of a house—however small—that might accommodate a complete family."

"Your chiefs, Black and Down," repeated Diana. "They appear to forget that the cottage was given to my husband by his father and——"

"Had your husband been alive, it might have been different, but now the estate is managed by the executors, and they must be given credit for knowing what is best."

"Is there nobody else I can see about it?" asked Diana in desperate tones. "I can't leave—I won't leave the cottage. It is my home and my husband's and——"

"It is hard, I know," interrupted Snaith in a kinder voice, "and if I had my way you would remain, but the executors say they want to clear up the matter at the earliest possible day and the cottage must revert to them at once."

"Can't Mrs. Snaith suggest a remedy without driving me out? She's a woman and can see things better than a lot of—of—hard-faced solicitors!"

"Not hard-faced! Business men, if you like, but not hard-faced, I hope."

Jasper Snaith's eyes were glowing with deep fires as he regarded the pleading girl.

"Yes, there is one way out," he said slowly. "And mother is agreeable."

"Well?"

"Be my wife!"

Diana was thunderstruck. For a moment she could not speak, so amazed was she by the cool insolence of the proposal.

"Be your wife—you want me to be your wife?" she almost whispered when she had recovered a little.

"Yes, why not? You're young, you're lonely, and you need a protector."

The girl did not reply, but regarded him with a fixed gaze. Misinterpreting her silence, Jasper Snaith found new eloquence.

"I want you, Diana. I love you madly." He came nearer. "You need a man's protecting strength to help you in your great trouble."

"Is that the only way?"

"Don't make it seem such a commercial bargain," he pleaded. "I want you to stay on, but you see how it is. The executors want the cottage next week, but if you will agree to marry me it——" He broke off lamely as the girl burst into hysterical laughter.

For some little time she continued helplessly her uncontrollable cachinnation, then it stopped almost as suddenly as it had started.

"Marry you!" Her face was pale and her eyes wide with horror. "Sooner than marry you to insure my comfort, I'd beg from door to door, or work my fingers to the bone! If that is your only alternative of turning me out of my husband's cottage, I am ready to go tomorrow!"

"Then, by God, you'll go!" he snarled, "but first——" he suddenly seized her with ape-like arms. She felt his hot breath on her pale cheeks.

The next moment she wrenched herself free and Jasper Snaith was staggering backwards, his ear stinging with the force of a blow from the flat of the girl's hand.

When he recovered from his astonishment, the door had banged and Tony Ardon's wife was gone.

CHAPTER XI

The next morning Diana was surprised to find a letter which told her in an illiterate scrawl that the writer was a sailor man who had been paid off the previous week and could give her some information about her missing husband. The dirty note was signed "Ben Drake," and asked the recipient to reply to him at the Trafalgar Inn, saying what time she would be at Stepney Station the next day and he would be there with her letter in his hand.

Diana replied at once, and left Ashbridge by the first train the next afternoon.

She was rather nonplussed when she saw waiting for her on the platform a short, thick-set, bearded man who held a letter in his hand and asked if she "might happen to be Mrs. Tony Ardon."

Hesitatingly Diana told him that his supposition was correct and impulsively begged him to take her to her husband at once and he would be well paid.

"Well, I don't know so much about taking you to your husband," he answered with a slight grin. "That's rather a tall order, that is; but I can take you to somebody who can tell you something about him—as I said in my letter—and that's information worth having, isn't it?"

"It is indeed. You didn't say what it was, but take me there—if I have to go anywhere—as soon as you can, please!"

"You're very impatient, missis—very impatient, but I can understand it. Although it isn't what you'd call a nice place we're going to, it's a place where all the sailormen come when they're just up from the London River. You see the honest sailorman hasn't got too much money to spend, and——"

"Yes, yes," interrupted Diana impatiently. "I can quite see all that. Let us go there at once."

Without another word the man led the way towards Poplar High Street.

"This may seem a strange sort of place to take you to with all these chinks—Chinamen—about," he remarked, noticing the girl's wonder as she regarded the signs in native characters over the windows of shops.

"I don't care how strange it seems," was the reply, "as long as it clears up this dreadful mystery."

Where the narrow thoroughfare forks out into Pennyfields on the right and Limehouse Causeway on the left, the guide halted as though in doubt, then led the way along the former, until they reached a mean and drab street which cut across it.

Suddenly he asked Diana to wait, and darted down a narrow alley.

(To be continued.)

Only three passengers lost their lives in railway accidents on British lines last year, or fewer than the number killed on London streets every day.

EVERYBODY CAN

assist in the preservation of the forests of British Columbia from the ravages of fire, but not everybody does. Elaborate and far-reaching measures are being employed to control the annual cut, but the general public can do the most to eliminate the annual waste.

BE CAREFUL WITH FIRE AT ALL TIMES AND EVERYWHERE.

Prevent Forest Fires—You Can Help!

BRITISH COLUMBIA FOREST SERVICE

Mother's Little Helper

Pictures by Striebel

There are many places where it's proper to beat a rug, but we fear that the living-room is not one of them. Don't you agree?

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

Other Stores at Winnipeg, Yorkton, Saskatoon, Edmonton, Calgary, Lethbridge, Nelson, Vernon, Kamloops and Vancouver

New FALL MODES Adopt Many Exclusive Variations

Transparent Velvets Are Most Alluring

Among the new Autumn Hats just received are some lovely models of transparent velvet that are to be worn well back on the head allowing the hair to be seen. Indeed, this applies to many of the new Autumn Hats, the crowns of which are shallower than during the past season. Cushion brims are also much in evidence; also the beretta or tam effects and draped turbans. Soft Felt Hats of exceptionally fine quality are shown for sports and everyday wear.

The new Autumn colors include dark brown, green, wine reds in their various shades and, of course, black will continue to hold its own in popularity.

Moderately Priced at 5.95 and 7.50

—Second Floor, HBC

Manfield Golf Oxfords

—look right and feel right and help you play always at your best. The Scotch grain tan leather is as thoroughly dependable as the workmanship employed upon it, and Manfield workmanship is world famed. The crepe rubber soles with bars insure a firm stance. The Shoes illustrated are in smart two-tone effects. Per pair **10.50**

—Main Floor, HBC

For Preserving Time

Sealers and Fittings

Perfect Seal, Kerr Mason Wide Mouth and Kerr Economy Jars—
Pint size, per dozen $1.35
Quart size, per dozen $1.55
½-Gallon size, per dozen $2.00
Kerr Mason Narrow Mouth Jars—
Pint size, per dozen $1.15
Quart size, per dozen $1.35
Rubber Rings, 2 packets for 15¢
Economy Tops, per packet 32¢
Parowax, per packet 14¢
3 packets for 40¢

Certo

For Better Jams and Jellies. Special, per bottle 31¢

Finest Quality B.C. Preserving Sugar

10-lb. paper sacks 65¢
20-lb paper sacks $1.20
100-lb. sacks $5.80

—Lower Main Floor, HBC

HBC GROCETERIA CARRY and SAVE

The Turnstiles Lead to These and Many Other Bargains

New Season's Peas, 600 tins at 2 tins for 19¢
Sunlight Soap, 2 cartons for 35¢
Sliced Peaches, King-Beach. Extra Special, No. 2 tin 20¢
Royal City Tomatoes, No. 2 tins, 2 tins for 25¢
Shirriff's Seville Orange Marmalade, 4-lb. tin 59¢
Braid's Lanka Tea, 500 lbs. per lb., 29¢
Ashcroft Tomato Catsup, quart bottle for 20¢
Choice Red Plums, large (2½) tin, 14¢
Jam, Broder's Raspberry, 300 tins, at, per tin 40¢
Chateau Cheese, ½-lb. packet for 19¢

—Lower Main Floor, HBC

Visit the New
Coffee Shoppe
And Soda Fountain
Cold Drinks and Ice Cream Delicacies At All Hours 9 A.M. to 6 P.M.
Special Course Luncheon from 11 A.M. to 2 P.M. **35c**
Sandwiches, Salads and Appetizing Dishes at Popular Prices.
—Lower Main Floor, HBC

Home-Furnishing Sale

Offers Exceptional Opportunities for Saving on Furniture, Carpets, Draperies, Household Hardware and Staples

Walnut Bedroom Suite for $10.85 Down

Five pieces, with neatly turned legs and standards, and matched veneer fronts. The suites consist of dresser, chiffonier, vanity, full panel bed and bench. Sale Price $108.50
$10.85 Down—Balance in 12 Monthly Payments

—Fourth Floor, HBC

Enamelled Bedroom Suites for $5.65 Down

Three-Piece Suite in ivory enamel, shaded and decorated. These suites consist of chiffonier, vanity and full panel bed. Sale Price $56.50
$5.65 Down—Balance in 12 Monthly Payments

—Fourth Floor, HBC

Fine Quality All-Felt Mattress at $14.95

Our own "Seal of Quality" Mattress of pure white cotton felt. Covered in best quality art sateen tickings. A mattress that will give years of comfort. Sale Price $14.95

—Fourth Floor, HBC

Inner Spring Mattress at $17.95

This is an opportunity to secure a comfortable Spring-Filled Mattress at this exceptionally low price. It is filled with metal-tied fine coil springs and covered with carded felt and strong woven tickings. Sale Price, $17.95

—Fourth Floor, HBC

A Special in Cedar Chests

A really nice piece of bedroom furniture, and an ample protection for your furs and woollens. Made from polished red cedar, beautifully finished; 37 inches long. Special **13.95**

—Fourth Floor, HBC

Sea Grass Chairs $5.50

Large Comfortable Chairs made from closely woven reed or grass in several styles. Sale Price **5.50**

—Fourth Floor, HBC

Extension Couches $10.95

All-Steel Frame Couches with link fabric springs, complete with cretonne covered pad. When open will make into a comfortable double bed. Sale Price **10.95**

—Fourth Floor, HBC

Curtains and Curtain Fabrics

Sale Priced

Silk Shadow Cloth
in choicest designs and colorings in light or dark grounds. Suitable for slip covers and drapes. Per yard $1.25

Filet Net Curtains
in neat patterns on ivory ground; 38 inches x 2¼ yards long. A wonderful value. Sale Price, per pair $1.49

Curtain Nets
of neat and fine texture with lace edgings. Ivory or ecru. Width, 36 inches. Sale Price, per yard 25¢

Fancy Ruffle Marquisette
with dainty ruffle effect in rose, blue, gold and other tones. Very attractive and remarkable value. Sale Price, per yard 35¢

—Third Floor, HBC

12 Gold Seal Congoleum Rugs at $5.50 Each

Guaranteed Gold Seal Congoleum Rugs unequalled for wear and service and including the latest designs and colorings. Size 6 x 9 feet. Sale Price $5.50

—Third Floor, HBC

Rexoleum Floor Covering

At 38c a Square Yard

Nice patterns, extra good value and good varnished surface, characterize this Felt-Base Floor Covering. Per square yard, 38¢

—Third Floor, HBC

Chinese Rugs

At Greatly Reduced Prices

Genuine Hand-Made Chinese Rugs in both washed and natural finish. All guaranteed qualities. Our entire stock is included in this big price reduction event for Monday.
Size 6 x 9 ft. Reduced to $115.00
Size 8 x 10 ft. Reduced to $165.00
Size 9 x 12 ft. Reduced to $198.50
Size 10 x 14 ft. Reduced to $270.50
2 Only, Unwashed Chinese Rugs. Size 8 x 10 ft. Each $119.50
1 Only, Unwashed Chinese Rug. Size 9 x 12 ft. Selling at $159.00

—Third Floor, HBC

Correct Table Appointments

In the Properly Furnished Home

If you wish to set your new dining table for your guests, or to place two or three effective pieces in the new buffet, be sure to visit our Silverware Section, where you will find useful, dainty and inexpensive articles.

Flat Silverware
A good lasting service for everyday use is the "Lorain" design, made of a hard white metal with electro-plating of silver. A plain raised edge with tiny beading and medallion gives a dainty finish. And the price is so reasonable!
Dinner and Dessert Forks at, per dozen $3.50
Table and Dessert Spoons at, per dozen $3.50
Teaspoons, per dozen $2.00
Round Bowl Soup Spoons at, per dozen $3.50
Stainless Knives, solid handles, at, per dozen $10.00

Carving Sets
of Sheffield stainless steel. Three-piece sets with white xylonite handles. The steel sharpener may be used on any stainless knife. Special, three-piece set for $5.25

Stainless Steel Knives
made by the Wostenholm works in the popular French (pointed) shape with white xylonite handles in round shape.
Dinner size, per half dozen $4.25
Dessert size, per half dozen $3.75

To Place on the Buffet
A Three-Piece Tea Set, electro-plated nickel silver with dainty chased pattern, insulated handle and knob. English made. There are three sets only, priced specially at $16.95
Two Rose Bowls with high pedestal foot and deep bowl design and wire mesh to hold flowers. Special $6.50
Compotes, for cake or fruit, E.P.N.S. with plain or beaded edge and tall centre pedestal. Several pretty patterns from which to choose $6.75 and $6.95
Cake Baskets of E.P.N.S. in a variety of shapes with prettily pierced designs and plain or beaded edge. A centre foot and swing handle give dainty finish. Priced at $6.75
Bonbons, electro-plated nickel silver on pedestal with daintily pierced edge in several designs; round or square shape. Each $1.25

—Main Floor, HBC

500 Yards Silk-Finish Velveteens At 1.25 a Yard

Of a superbly rich texture and deep pile. Woven with a twill back, insuring good wear. All wanted colorings, including French blue, light rose, tabac, ruby, violet, Montreux green, marine blue, scarlet, Copenhagen, navy and black. Per yard $1.25

—Main Floor, HBC

Many Guests Invited to Dance at Colwood Club

The new clubhouse of the Colwood Golf and Country Club was the scene of a most delightful dance last evening, when Mrs. D. R. Kerr and her daughter, Miss Inez Kerr, entertained a large number of friends. Many guests from the mainland were in town for the occasion. The ballroom was beautifully decorated with masses of flowers, the fireplaces being banked with delphiniums, larkspur, dahlias and zinnias, while the supper table was charmingly arranged with sweet peas and fern. Mrs. Kerr received her guests in a beautiful gown of Venetian lace, while Miss Kerr's frock was a charming model of soft blue lace.

Among the guests were: His Honor the Lieutenant-Governor and Mrs Mackenzie, Vice-Admiral V. H. S. Hazard, C.B., C.M.G., captain and officers of H.M.S. Despatch, Captain Moore and ward room officers of H.M.S. Dauntless, Mrs Moore and Miss Hosey, Mr. and Mrs. K. C. Allen, Mr. and Mrs. D. J. Angus, Mr. and Mrs. J. W. Berning, Mr. and Mrs. H. R. Beaven, Major and Mrs. R. W. Beazley of England, Mr. and Mrs. L. C. Boyd, General and Mrs. J. Sutherland Brown, Lieut. R. Barnes and Mrs. Barnes, Sir Frank and Lady Barnard, Mr. and Mrs. A. G. Bolton, Senator and Mrs. C. H. Barnard, Mr. and Mrs. E. A. Burton, Mr. and Mrs. W. M. Carmichael, Commander Cavendish and Mrs. Cavendish, Dr. and Mrs. P. A. C. Cauldand, Mr. and Mrs Lancelot Duke, Lieut.-Com. J. C. I. Edwards and Mrs. Edwards, Dr. and Mrs. Alan Fraser, Mr. and Mrs. John Grant, Com. V. Godfrey and Mrs. Godfrey, Mr. and Mrs. James Gray, Mr. and Mrs. R. D. Guthrie, Mr. and Mrs. Dugald Gillespie.

Lieut.-Com. Adrian Hope and Mrs. Hope, Mr. and Mrs. C. P. Hill, Lieut.-Com. C. M. Hibbard and Mrs Hibbard, Mr. and Mrs. Walter Hughes, Major and Mrs. H. C. Holmes, Major and Mrs. Selden Humphreys, Mr. and Mrs. B. S. Hesterman, Mr. and Mrs. L. W. Huntingdon, Mr. and Mrs. H. B. R. Kerr, Lieut.-Com. D. Lindsay and Mrs. Lindsay, Mr. and Mrs. T. Langmuir, Com. L. W. Murray and Mrs. Murray, Lieut.-Com. R. Mainprize and Mrs. Mainprize, Mr. and Mrs Eric McKillop, Mr. and Mrs. J. R. McIlree, Captain and Mrs. McGregor MacIntosh, Mr. and Mrs. H. C. V. Macdowell, Mr. and Mrs. J. H. McLoughlin, Mr. and Mrs. Andrew de M. Mellin, Dr. and Mrs Arthur Nash, Mr. and Mrs. J. Nichol, Mr. and Mrs. Herbert Oliver, Lieut.-Com. H. G. Oswin and Mrs. Oswin, Mr. and Mrs. Oliver Pauline, Mr. and Mrs. W. P. O. Pemberton, Mr and Mrs. Clarence Pitts, Hon. R. H. Pooley and Mrs. Pooley, Mr. and Mrs. Paterson, Mr. and Mrs. J. P. D. Pemberton, Mr. and Mrs. Edm Quainton, Mr. and Mrs. Ross Robertson, Mr. and Mrs. Ken Raymur, Dr. and Mrs. H. S. Rickerson, Mr. and Mrs. H. A. Ross, Mr. and Mrs. J. E. Seamen, Mr. and Mrs. Will Spencer, Mr. and Mrs. J. R. Tolmie, of New York, Captain and Mrs. W. C. Thackray, Mr. and Mrs. Kenneth Tatlow, Mr. and Mrs. H. Leopard Twigg, Mr. and Mrs. Herbert Wilson, Mr. and Mrs. J. Harold Wilson, Mr. and Mrs. W. B. Wilson, Mr. and Mrs. Forbes Wilson, Captain Maurice Winnifield and Mrs. Winnifield, Mr. and Mrs. F. E. Winslow, Lieut. R. Wright and Mrs. Wright, Mr. and Mrs. Norman Yarrow.

Mrs. C. F. Armstrong, Miss Phyllis Barton, Miss Innes Bodwell, Miss Betty Bryden, Miss Lucy Bryden, Miss Barbara Bullock-Webster, Miss Mary Campbell, Miss Inez Carey, Miss Kathleen Clay, Miss Alice Cotton, Miss Dorothy Crump, Mrs. Cudemore, Mrs. C. D. Dowsil, Miss Annette Dottridge, of London, England, Mrs. Driscoll, Miss Eleanor Dunsmuir, Mrs. Harold Eberts, of Montreal, Miss Catherine Fraser, Miss Marjorie Fraser, Miss Doris Gibson, Miss Sheila Gillespie, Miss Elaine Gaillier, Miss May Goff, Miss Patsy Heisine, the Misses Dorothy and Phoebe Hogan, of Duncan, Miss Margot Homer-Dixon, Miss Joan Hutchinson, Miss Gertrude Hyndman, Miss Maddie Innes, Miss Gladys Irving, Miss Rosemary Johnston, Miss Ruth Jones, Miss Carla Leeder, Miss Ethel Loughreed, Miss Phillipa Luxton, Miss Anna McBride, Miss Norma Macdonald, Miss Elizabeth Macdonald, the Misses Macdowell, Miss Helen McIntosh, Miss Eva McIntosh, Miss Moonina McKenzie, Miss Tina Mowbray.

Miss Florence Oates, Miss Gillvie, Miss Mary Ogilvie, of Toronto, Miss Sheila Parr, Mrs. Norman Payne, Miss K. Peters, Miss Velda Pelton, Miss Jean Ross, Miss Sheila Tisdall, Miss Ruth Tryon, of French Creek, Miss Jennie Turner, Miss Betty Ward, Miss Whistler, Miss Louise Wilkerson, Mrs. Norman Williamson, of Montreal, Miss Helen Willson, Miss Norah Wilson, Miss Patricia Winslow, Messrs. D. O. W. Alexander, Jack Bryden, George Barton, J. Barkley, Percy Beasley, Arthur Beasley, Lodewyck Boech, B. B. Carpenter, Donald Campbell, Lorne Campbell, Sidney D'Esterre, of Comox, H. H. Desbarats, Ian Douglas, Graham Douglas, William Dunbar, Dennis Duke, Dick Edgell, Keith Edgell, Charles Fraser, Arthur Fraser, A. T. Pell.

Larry Henderson, Howard Harman, Jack Hutchinson, Kelly Henning, Basil Hood, Henry Heiser, Louis Hyndman, Noel Jones, Malcolm and Ronnie Kirkbride, Mitchell Lamb, Bill Lambert, W. B. Lanigan, Bill Leach, Stephen Lloyd, Guy Lyons, Bawdie Mathews, Randie Mathews, Jack Malson, Tim Martin, Douglas McIntosh, Vincent McKenna, W. H. Mason, Lorne Ogilvie, Roger Monteith, Pat Parr, George Paulin, W. H. Parker, Arthur Pitts, Lieut. W. Porteous, Chris Smartthwaite, Ronnie and Jack Scott-Moncrieff, Nicolas Van der Vleet, R. M. Williams, Richard B. Wilson, Kilbeck and Roger Wilson, Edgar B. Wood, Major Chambers, Dr. Hunter, Lieut. John Rodgers, Dr. George Hall, Dr. J. Stewart, Lieut. P. Tisdall.

From Vancouver: Mr. and Mrs. R. P. Baker, Mr. and Mrs. R. A. Buchanan, Mr. and Mrs. Harold Jones, Commander and Mrs. Goulden, Colonel and Mrs. H. Leiton, Mr. and Mrs. Claude McAlpine, Mr. and Mrs. Bruce Robertson, Mr. and Mrs. E. T. Rogers, Miss Frances Robertson, Miss Barbara Cleland, Miss Kathleen Farrell, Miss Helen Fordham, Miss Lois Lilli Malkin, Miss Ursula Malkin, Miss Mary Proctor, Miss Hilda Reide, Miss Marion Robertson, Miss Elizabeth Silberrand, Miss Panda Tait, Miss Helen Tatlow, Miss Shirley Woodward, and Messrs. Pat Burns, John Hockin, Norman Laing, Arthur Law, Peter Marshall, K. W. MacInnes, Lennox Mackenzie, Burke McPhillips, Arthur Proctor, Walter and John Roberts, Phillip Rogers, Victor Sutherland, Don Tait, H. McD. Ridley, A. McLeod, L. M. Phinney, L. R. Weedon, Capt. A. J. L. Pritchard, Capt. R. H. Rooke.

From Seattle: Mr. and Mrs. Jim Scully, Miss Dilys Bennett, Mr. Jack Harper, Mr. Jack Radlid, Mr. J. Howe, Mr. Royden Morris, and Mr. L. de Turenne.

Is Hostess at Colwood

—Photograph by R. H. Fort.

Miss Inez Ker, Who, With Her Mother, Mrs. D. R. Ker, Entertained at a Delightful Dance Last Evening at the Colwood Golf and Country Club.

British Medical Association On Way to Winnipeg

QUEBEC, Aug. 16.—Three hundred and fifty delegates of the British Medical Association, headed by Dr. J. H. Burgess of Manchester, arrived here this afternoon. The Duchess of Bedford, on their way to Winnipeg to attend the convention of the British Medical Association. The party, which was met at Father Point by the Bishop of Basin, Montreal, president of the Canadian Medical Association, was received at Quebec by Dr. James Stevenson and Dr. William Gray, Quebec members of the same association.

COUGAR IS KILLED ON FARM AT OTTER POINT

Reginald Clark yesterday brought to Victoria the pelt of an eight foot cougar which he had shot on Otter Point, on the Simmons farm at Otter Point. The cougar is stated to have killed eight goats within the week. Two other cougars were shot some weeks ago at Muir Creek, by Mr. Clark, who is a well known hunter.

Late Summer Clothes

Hemline Now Assumes More Regularity — Suits Specially Adapted to Sports Wear

Summer advances with a settling down of the revolution in clothes, says an article in The Times. Wide hats with shallow crowns tilted back, some with bandeaux are worn where the sun shines, but the moment it is bedimmed little hats of jersey straw or straw and satin are found to be more comfortable, long skirts, too, come and go with the sun. But in clothes, as apart from millinery, the change is so marked that a very short skirt is decidedly dowdy, and even on dull days in the country skirts are well below the knees. In the evening the even length skirt is so general that dresses with dips at the back and uneven points begin to look obsolete.

POPULAR TWEEDS

There are a good many silks this year, as well as sevenes and noire mixtures, and the gamefeather tweeds have a personal popularity. Women who shoot like suits which change as little as men's. The silver's are set in so that the coat does not ride up, and the pockets will carry cartridges and other necessaries without bulging. The tweeds for these suits are thorough. The lighter tweeds are for less strenuous pastimes. A tweed dress can be very neat as well as serviceable when fine stitchings are added. Tweed berets and hats are worn of the same lightweight tweed, and are not at all like the dull hats once made of tweed. On a jumper tweed can be caffared with lynx nutria, or some flat fur.

LOVELY VELVETS

In late Summer plain colors are often preferred to flowered chiffons, silks, and georgettes. For fleetland there are chiffon velvet dresses for chilly afternoons and evenings indoors; they are of a soft purple and rose or of soft grey and warm beech browns. Chiffon velvet is displacing ring velvet, and there is a good deal of dull crepe morocco. Pannier backs or flat bustle effects are appearing for the evening; these of flowers are set in where the back is cut very low. In coat of the new evening gowns two designs reign supreme; one is the princess line that comes tight to the knees, and the other is this pannier treatment of soft materials, usually with a tight bodice to the waist. The young can have broad velvet ribbon sashes at the back when the dress is of chiffon. A new material, which is really a revival, though summer, is a silk gauze which is hard wearing in charmeuse green it makes a pretty pannier double skirt and little cape. A velvet sash is tied at the back. Silk flowers again are being applied to some of the more ornate evening gowns.

FOR EVENING WEAR

Pastelines—birds and eyes—have returned at the sides of bodices, but so far no bodice has been made apart from the dress, the all-in-one dress has proved too convenient for that. The cape effect, as helpful in Summer clothes, is finding its way in an adapted form into some of the new velvet dresses, and a cross-over pannier gown of rose chiffon velvet has recently been made with a cape divided at the back, its long pointed ends forming a train. There will be many trains in the Autumn, and if the early models are any guide, evening dresses are likely to show them of varying lengths, while skirts will remain about ankle length.

While plain colors are returning to favor various new supple metal tissues show soft smudged patterns in mice on gold and silver. They are for evening gowns and also for those so-called tea gowns which are now worn as informal dinners. A good deal of soft supple metal materials are suggested for the Autumn, and some of them will have bayadere stripings in color.

MAN LEAPS FROM BURNING BOAT AND DROWNS IN FRASER

LADNER, Aug. 16 - Hesekiah Way, forty-nine, Vancouver, was drowned in the Fraser River this morning when he jumped overboard from an fishing boat after fire broke out on it. His body was found and police have been dragging for the body.

Bert Weller, another fisherman, heard a splash and a cry and rushed for assistance, but the drowning man sank and was carried away by the swift current.

The accident happened at the Brunswick Cannery float soon after 8 a.m., while Way was working with the engine of his boat preparatory to going fishing. He had fished in the Fraser River and in the Vancouver district for about a quarter of a century.

More than 150,000 people attended a recent solo show at Milan, Italy.

JERSEY CATTLE CLUB GROWING

Monthly Meeting of Saanich Organization Is Held at Duncan

HERDS ARE INSPECTED

DEEP COVE, Aug. 16.—The monthly meeting of the Saanich Jersey Cattle Club was held at the home of Major A. D. Macdonald on Monday evening. Several new members were added to the club, which is growing rapidly. Although only a little over a month old, all are getting right down to business in earnest, to promote and improve the queen of cowdom in Saanich.

At Vancouver and Victoria Exhibition visitors and those interested in good Jersey cows will see the banner of the Saanich Jersey Club over a bunch of Jersey cattle that ever other district should proud of. To further improve the herds of the district the members have decided to scour the country for the best possible bulls available, and when he is obtained every member will be entitled to his services as often as possible.

FIRST FIELD DAY

The first field day of the club proved very successful. Four herds were visited in the afternoon. At "Dunbulin," the farm of Major Macdonald, his entire herd of over thirty head was gathered in the large barn for inspection by the members. Major Macdonald has the official records of all his cows, and explained them to the gathering. He says that in Sidney and district the demand for the products of these cows is growing rapidly. This was no surprise to those present, for the whole surroundings were a model of cleanliness and efficiency that go to make up a high-class product from Jersey cows.

The herd of A. Aylard, the president of the club, was next inspected. Mr. Aylard has twenty-four head of real producers, with a son of Cockfield's Prince of Pluto's Desire as Malkiki, who has a record of 806, for a 305 day test.

Albert J. Simpson's herd was next on the list. Although it is small, it has quality. His cow, Glamorgan's Bright Lady, with a record of 631 pounds butter fat, last lactation period, was the centre of interest.

BUILDING UP A HERD

To finish the day at R. Thompson's was a real treat for all. Mr. Thompson started only a few years ago with three registered Jerseys, and now has a herd of twelve milking cows and a number of young ones, all of his own raising. Two of his originals he still has; one of Lynnhaven's Innocent Tulip, is the third highest long-distance producer in Canada. His first sire is by Pedro of Beauchamp out of the same dam as Mr. Aylard's sire. The entire herd is on the Dominion record of production test and are well up with the good ones.

AT THE EXHIBITION

The next field day of the club will be held in Victoria, at the Victoria Exhibition, on Wednesday. All members are expected to be on hand to inspect the largest array of Jersey cattle that has been shown at Victoria for a long time. Everyone who is interested in making the southern end of Vancouver Island a real Jersey centre should communicate with the secretary, George Malcolm, Saanichton.

MUCH ROAD WORK AT LAKE COWICHAN DONE

Logging Camp on South Shore to Reopen Monday After Shutdown of Two Months

LAKE COWICHAN, Aug. 16.—Much efficient and progressive work has been accomplished on the Youbou End this Summer, and in September the Minister of Public Works, Hon. R. A. Bruce Pearson, C. F. Davie, M.P.P., and members of other parties are to join this scenic and commercial highway.

Work on the Lake Road is now in full swing. The old road on the south shore is being improved, while a ready road is being put into Camp 18, the Victoria Lumber & Manufacturing Company's camp. This will also supply an outlet for some mineral claims on the Robertson River, which are now being worked under the directorship of P. Pearson, of Nanaimo.

The main highway from Duncan is receiving splendid and conscientious attention, the dangerous corners being cut off by the big gas shovel and narrow places widened and straightened.

For the past two weeks the Summer has been sweltering 87 degrees almost daily. While this is ideal for campers and bathers it is almost unbearable for those who have to work and simply guard against the extreme drought and heat for forest fires, but owing to the efficient and protective forest ranger station on Saddy Mountain and a conscientious patrol system, no serious outbreaks have occurred as yet and it is to be hoped that public spirit has eliminated carelessness campers and smokers so that our district ranger, R. Murray, and patrol, J. Palmer, may have a clean sheet for this great logging centre.

After being closed down for two months the Crossking-Truman Logging Company will begin operations on Monday on the south shore, near Robertson River, under contract for the Chemainus Lumber & Manufacturing Company.

OBITUARY

BIGMORE.—The death of Clive Bigmore, second son of Mr. and Mrs. W. O. Bigmore, occurred at the Nanaimo River Road, Alberni, on Monday, August 11, after a lengthy illness.

Deceased was born in Victoria, B.C., seventeen years ago, coming to Alberni at the age of four years. He was a pupil of the Port Alberni High School. He leaves to mourn his loss besides his parents two brothers, Jack and Kenneth, and one sister, Patty.

Funeral service were held at All Saints Church on Thursday, August 14. Rev. Mr. Porter conducted the services at the church and graveside, interment being in Greenwood Cemetery. The following schoolmates acted as pallbearers: Messrs. Winston Frost, Clifford Rust, Charles Ainsworth, Thomas McHuff. The heartfelt sympathy of the entire community is extended to the family in the sad bereavement of a loving son and brother.

FISHER.—Death came suddenly in North Vancouver yesterday to a native son of Nanaimo in the person of Ben Fisher. He had gone to North Vancouver to look after a situation as engineer when death came. Until four years ago deceased had resided all his life in Nanaimo and immediate neighborhood, removing to North Burnaby after the Lantzville mine closed down. The late Mr. Fisher was fifty-four years of age, the son of the late Mr. and Mrs. George Fisher, and is survived by his wife, one son, Cecil, of Steveston, and two daughters, Mrs. John Hall, Burnaby, and Dorothy; also one brother and one sister, George Fisher and Mrs. Ben Morgan, of this city. The remains will be brought to Nanaimo for burial.

Horticultural Society Appeals for Exhibits

Members of the Victoria Horticultural Society are asked to have their contributions of flowers and foliage at the society's stand at the Willows not later than 9 a.m. tomorrow morning. Anyone with novelties or anything of exhibition quality is invited to put them on display, and the ladies of the society are appealed to take a hand with the preparation of the exhibit.

English and Scotch Woolens

Shipment of Sports Hats—2 and 3-Piece Suits and Genuine French Berets Just Arrived

MRS. I. M. L. READY

750 Fort St. Phone 1397

Youthful Distinction

MEN who are particular about their appearance are wearing rimless or white gold glasses for street and formal wear. These modern styles fit your face as well as your eyes. See us to-day.

Harold S. Timberlake, Opt. D.

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617 Yates Street, Between Douglas and Broad Streets—Phone 1573

ANCHOR BRAND

To be sure of the genuine, look for the ANCHOR on the wrapper.

This is the Carton to ask for **Fresh** *From New Zealand!*

Another shipment arrives, on the Niagara, for Victoria people who WILL have the finest in butter.

ANCHOR BUTTER

Made in spotless co-operative creameries from the fresh cream of New Zealand's world-famed milk; wrapped and packed in New Zealand, never touched by human hand!

AT YOUR GROCER'S

Give Your Family

These Summer Comforts

A SUMMER BUNGALOW. At the edge of a lake, high in the hills, or facing the endless seas . . . you'll find just what you want, furnished or unfurnished, in the right size and at the right price. Or, if you own your own lot you will find all kinds of bungalows offered for sale by lumber companies that erect them right on your own land at reasonable cost.

A RECONDITIONED CAR. A good used car will give you and the family a vacation tour a la gypsy, full of thrills and surprises and healthful happiness that only days in the open will give. You can see Canada by motor at very low cost. The Want Ads have just the car you want—at your price!

A REAL VACATION. Where to go, what to see, how to spend your vacation time to the greatest advantage and at the lowest cost—the Classified Ads will tell you the complete story of dozens of delightful Summer resorts. You'll find it easy and exciting to plan this way.

A MOTORBOAT, ETC. What would you like? . . . what do you need? . . . what must you have? From motorboats to fishing tackle . . . the Want Ads can supply them all. Every kind of athletic equipment sooner or later finds its way into this most complete of market places. Find here the things you want at prices you can pay.

If you don't see what you want—advertise your needs. The cost is low.

Read The DAILY COLONIST WANT AD SECTION Every Day

Princess Becomes Red Cross Nurse

The Infanta Donna Christina Is Shown With Three Doctors at Madrid, After She Was Presented With the Armband Bearing the Red Cross Insignia for Completing the First Course in Nursing at the San Jose and Santa Adela Hospital.

Shell Collection Gives Proof of Marine Wealth On Shores of the Island

It is often said that the beaches around Vancouver Island in general and Victoria in particular have no sea shells. While this is, in a sense, a comparatively true statement, it may be accounted for by the fact that the sandy beaches lie several hundred feet from the shore's edge, the abrupt shelving of the coast causing the sandy slopes to lie beyond low tide level. However, many shells may be found along the rocky coast, and the little trouble involved in "shell fishing" will be rewarded by the discovery of some beautiful varieties of sea life. For shells to be added to a collection should be caught alive, the exposure to the sun and roughness of the beaches causing them to lose much of their natural color and beauty.

SHELLS AT SOOKE

Examples of British Columbia coast shells are preserved in the Provincial Museum and are well worth a visit, but a small collection of considerable interest is to be seen at the Belvedere Hotel, Sooke Harbor, which has been catalogued by Mr. Robillard and which contains some fine specimens. For scientific purposes, dredging is the means by which shells are collected, though Mr. Robillard tells that fishing from a boat by means of sinking a piece of fish or other bait, to which the shells will cling, is an effective amateur method of collecting. The pressure of the water when the line is drawn in will cause many of the more delicate shells to fall back into the sea, and it is advisable to have a net below the bait. Having caught the shell fish, they should be boiled and the outer fur-like covering removed so that the true colors will show.

CURIOUS FORMATION

One of the most attractive of the shells in the Robillard collection is the Nucella Camellose Omelin, or Purpura Crispata, a bright orange-yellow shell. The Leafy Hornmouth (Pterorhytis foliatus) with a curious corrugated shell is particularly noteworthy, and the Chiton variety is worthy of special study, so intricately are they constructed. The chiton of this coast differs from that found on the Atlantic, and its overlapping sheath-like shell is found in a variety of colors, from a smoky blue and black to creamy white.

VARIETY OF LIMPETS

The limpets vary in shape and color, the Rough Keyhole Limpet (fissuridea aspera) is to be found in quantities off the breakwater on Dallas Road. It is characterised by a long feeler, which grows from a small aperture at the apex of the shell and at the end of this feeler is a minute sponge which, waving in the water, acts as an attracter for food for the animal. The owl limpet has a particularly beautiful shell and is so named from the curious marking which closely resembles a white or a brown owl and which is to be seen in the centre of the inner surface.

Bucinum plectrum, the lyre whelk, has an almost transparent egg-shell-like covering and some of the blue marked periwinkles are very beautiful. Lovely mother-of-pearl and black markings of Chlorostone funebrale, a kind of periwinkle, are the distinguishing marks of this type. Some of the smallest shells should be looked at through a magnifying glass, as for example Bittium filosum, a minute shell.

MANY KINDS OF CLAMS

Then there are the teredo shells (Bankia setacea) and the razor clams, which are found in great quantities in the Queen Charlotte Islands. One canning company at Masset uses four tractors to plough the razor clams for their factory, and the beaches are ploughed with great care so that the oldest clams may be used first. There are other clams, such as the little neck, bent nosed, otter shell clam and the very large and highly-prized geoduck. The rock-boring clam has a curious saw-toothed shell and is able to work its way into the rock in which it makes its home.

In addition to the shells there is a sample of the mermaid's purse, which is the outer covering or container of the egg of the skate. Fitted with a kind of wing tissue, the container floats until the egg is hatched. Skate teeth too are unusually interesting exhibits. Barnacles of all kinds and beautiful sea weeds have been collected, Trial Island being a particularly good place for collecting the latter, Mr. Robillard said.

There are a few examples of sponges, though these are not very plentiful in the waters off the southern coast of the Island, and coral is also to be found, though at very great depths. The beaches about Sooke abound in kelp after the Winter gales, and here may be found many unusual varieties of shells, which are brought in with the great kelp weeds.

SEA BISCUITS

It is said that all types of shells from the tropical to the northern water varieties are to be found off the coast of British Columbia, though they have adapted themselves to the climatic conditions and have thus changed somewhat in appearance. As many as 1,600 varieties of sea life exist in these waters, and the hobby of shell collecting is one which would well reward its devotees. Among the most unusual specimens in Mr. Robillard's collection are the sea biscuits, the outer covering of a form of sea life whose upper surface bears the marking of the petals of a flower, but which serves as breathing apparatus for the animal inside. The under surface is marked by tiny root-like imprints which act as food channels.

There are oysters to be found in inner Sooke Harbor, and scallops with their lustrous inner shells are also among the interesting collection.

VICTORIA ARTISTS SHOWING AT FAIR

Members of the Island Arts and Crafts Society have given excellent support to the invitation to display at the Provincial Fair at the Willows, and most of the leading artists in the organization have entered one or more paintings. In addition to the appended list of sixty-two pictures already on display are a number of others by members of the society which are being sent over from the Vancouver show.

The craft workers of the society are also exhibiting, and numbers of very fine pieces will be on view when the exhibition opens tomorrow.

The committee in charge consists of the following members: Tom Bamford (convener), T. S. Gore, D. S Cameron and J. S. McMillan.

Following is the complete list of pictures already in place:

WATER COLORS

"Veteran," Will Menelaws; "Christ Church Cathedral," Col. L. G. Fawkes; "Quelicum Beach," "June Meadows" and "Crescent Lake," G. Woodward; "Mayne Island," "Rendezvous" and "Rocks at Low Tide," Col. L. G. Fawkes; "Victoria," "Arbutus Trees" and "Arbutus Lane," J. Crease; "Mosque, Tunis," G. Woodward; "Winter Afternoon," "Mount Douglas Park" and "Tomehal," Ina D. D. Uhthoff; "Comox, B.O.," J. Crease; "Wheat Field, Saanich," P. M. Young; "Olympics," Tom Bamford; "Pines," G. Woodward; "Forest Giants," P. M. Young; "Blue Poppies" and "Oriental Poppies," M. Aitken; "Mount Temple" and "Tranquility," T. Fripp; Cameron Lake," Col. L. G. Fawkes; "The Straits," P. M Young; "Shawnigan Lake," Tom Bamford; "Summer Bloom," M. Aitken; "Mayne Island," Col. L. G. Fawkes; "Waves," G. Woodward; "View Royal" and "Butcharts Gardens," T. S. Gore; "Sproat Lake," "The Camp" and "Chrysanthemums," Rose Willis.

OILS

"Leisure Hour" and "False Creek," Harry Hood; "Morning," Tom Bamford; "Parliament Buildings," L. A. Loveland; "In the Park," D. S. Cameron; "After Sunset," "Cheam," "October" and "Winter," Ina D. D. Uhthoff; "Near Victoria" and "Mount Temple," W. P. Weston; "Where Trout Abound," T. W. Dodd; "Boat Landing at Esquimalt," Tom Bamford; "Hunting Scene," N. Drummond; "Hollyhocks," L. A. Loveland; "The Melahet," D. S. Cameron; "Winter Scene," T. W. Dodd; "The Moorings, Esquimalt," Tom Bamford; "Indian Scouts," N. Drummond; "Uplands," D. S. Cameron; "Artist's Model," Will Menelaws; "Mount Sempla," Ina D. D. Uhthoff; "Powder Magazine, Esquimalt," Will Menelaws; "Chrysanthemums" and "Foul Bay," Dore Donough; "Beaver Lake" and "West Coast," E. Banbridge Smith.

YOUTH IS KILLED WHEN CRUSHED BETWENN CARS

SEATTLE, Aug. 16.—Injuries received when he was crushed between two automobiles north of here early today, caused the death of Percy E. Moore, nineteen, Seattle, a few hours later.

Paul Judkins, thirty-four, salesman, was arrested. His car crashed into the back of Moore's machine while the youth was inspecting his gasoline supply. Judkins was charged with having been drinking.

"Wara Wara," the national motion picture being shown in Bolivia, after three years of production, is said already to have made a profit.

SHRINERS LEAVE ON VISIT TO CRANBROOK

Caravan Departs Today With Band—Will Make Fraternal Call at Calgary on Way

Headed by their illustrious potentate, William C. Wallace, a party of about fifty members of Gizeh Temple, Ancient Arabic Order Nobles of the Mystic Shrine, with headquarters here, will leave today on a caravan which will occupy their time until August 26, when they arrive back in Victoria. They are leaving on a pilgrimage to Cranbrook, where a number of candidates are awaiting the Summer ceremonial that is to be held there.

This ceremonial at Cranbrook is fixed for Thursday, August 21. Following it there will be a ball given in that city by the members in that part of the province to the visitors. On the day preceding this gathering a visit has been arranged for the members of the caravan to Kimberley.

The party from Victoria will be accompanied by the Shriners' Band, which will provide music during the progress of the caravan. After the function at Cranbrook the caravan will proceed to Calgary, where a fraternal visit will be paid to Al Azhar Temple, whose headquarters are in that city. During the stay in Calgary, which will extend over the day from Saturday morning, August 23, until the next morning, the visitors will make their headquarters at the Palliser Hotel. The band will contribute music during the stay there and again at Banff, where a stopover will be made on Sunday.

On the way to Cranbrook a stopover will take place at Nelson from Monday afternoon until Wednesday morning. At these stops the local members of the temple will arrange for entertainment for the visitors from the Coast.

The officers of the divan for the year, most of whom will attend the ceremonial at Cranbrook, are as follows: Illustrious potentate, William C. Wallace; chief rabban, Emery C. Jones; assistant rabban, David McKenzie; high priest and prophet, Donald B. Martyn; Oriental guide, Arthur Dawe; treasurer, Frank V. Hobbs; recorder, Edward E. Leason; first ceremonial master, William S. Brener; second ceremonial master, A. W. S. Derby; marshal, William H. Tobey; captain of the guard, Robert Morrison, director, Robert J. Hurst; assistant director, Sidney D. Wales; orator, Charles W. O'Neill.

APPEALS JUDGMENT ELECTING LIBERAL IN YAMASKA COUNTY

MONTREAL, Aug 16.—An appeal from a recent Superior Court judgment, which declared that Aime Boucher, Liberal, had been elected by a majority of one vote in Yamaski County, Que., in the July 28 elections, was entered yesterday before the Court of Appeal on behalf of Paul Contois, Conservative.

As judgment on the petition will not be rendered until next week, there is a possibility that Yamaska County will not be represented in Parliament during the special session in September. The first results from Yamaska on election night indicated that the Conservatives had gained the seat by a slim majority. Later returns left the issue in doubt until Boucher was declared elected by one vote.

A recount was demanded and Mr. Justice Coderre in the Superior Court confirmed the returning officer's figures: 3,505 for the Liberal, 3,504 for the Conservative.

The petition was taken under advisement by the Appeal Court.

ROYAL CITY MAN KILLED BY AUTO

NEW WESTMINSTER, Aug. 16.—Struck down by an auto on Twelfth Street about 10 30 p.m. Friday, John Simonson, forty-nine, a Norwegian, died in the Royal Columbian Hospital early this morning. He was a longshoreman and was single.

R. Baker, of Abbotsford, driver of the car, stated, in a report to the police, that he was driving down Twelfth Street at about 30 to 35 miles per hour, when he saw Mr. Simonson crossing the street about 100 feet ahead. The latter, Mr. Baker said, turned back and then made another attempt to cross, running in front of the car.

An inquest will be held.

VETERAN MEMBER OF QUEBEC HOUSE DEAD

COWANSVILLE, Que., Aug. 16.—Hon. William P. Vilas, one of the oldest members of the Quebec Legislative Council, died at his home here tonight after an illness of more than a year's duration. He was seventy-seven years of age.

August Furniture Sale
IN FULL SWING
Buy Beds, Springs and Mattresses at August Sale Prices

Every Bed Fully Guaranteed, and Baked Enamel Finish

BEDS

Two-Inch Continuous Post Steel Bed, five one-inch fillers; baked enamel. Exactly like picture $7.50

Two-Inch Continuous Post Bed, steel cane-effect panel. Exactly like picture. Sale Price $9.50

Arch top bevel steel frame, with moulded fillers and embossed steel centre panel. Exactly like picture $16.90

Superior Pillows

Simmons Guaranteed Pillows in superior grade selected feathers and high quality tick—a pillow worth while. Size 19 x 26 inches. Sale Price, each $1.85

Wire Bed Springs

On strong selected wood frames with double woven webs and steel band support; all sizes. Price, each $4.25

Bed Springs

Especially made for heavy people. Made of double woven wire with heavy cable edge, supported with six bands of steel attached to strong helical springs. Can be adjusted for light or heavy persons. Great value at only $6.25

Cable Springs

Made of flexible rustproof steel cable wires on all-steel frame, with raised sides making a spring edge; each cable connected with separate springs top and bottom, giving individual rest to light and heavy persons alike. No wood at all on this spring; perfectly sanitary, easy to dust. Very special at only $8.90

No-Sway Coil Spring

Strongly constructed with ninety oil-tempered coil springs to insure great depth of comfort; strongly braced and lock-tied; has four no-sway supports. This spring is tested and guaranteed to 350 pounds. Very special at only $8.50

Sagless Cable Spring, $11.25

Guaranteed for twenty years. Made of flexible steel cable wire on all-steel frame and steel tubular side rails; high rivet corners. Exceptional value at only $11.25

Coil Spring

Made of high-tempered carbon steel cone springs. Each coil interlocked with flexible helicals that makes this spring permanently springy; has noiseless no-sway attachments. Special Sale Price only $13.25

Jute Felt Mattress

Full-Weight Thick Corded Jute Felt Mattress, made in layers and will not lump; has four-inch stitched box edge. A great bargain at $7.50

Brown Felt Mattress

An inexpensive grade of genuine felt, is warmer and softer than jute; forty pounds in weight; has roll edge and made in layers. This is great value at only $9.90

White Felt Mattress

Filled with garnetted white cotton felts, built in layers with roll edge. Guaranteed by the Victoria Mattress Works. A serviceable, springy mattress. Exceptionally low price, only $11.90

White Felt Mattress

Forty-three pounds in weight; built of a superior grade of pure white cotton felt; has stitched roll edge; is a thoroughly reliable mattress for the low price of $13.90

Super White Felt Mattress

This mattress is made especially for us and is the pride of our Bedding Department. Made of super white elastic felt, covered in special grade art tick, and has thick box edge to prevent spreading. Our name is your guarantee for this mattress. Special $17.50

The Inner Spring Mattress

A beautifully buoyant layer felt Mattress, with soft coil springs inside. It is soft enough to give to the curves of the body, enabling the spine to be perfectly straight and giving utmost rest to the nerves. It is also ventilated. It is just like sleeping on a giant pillow. No one should be without one. It gives a lifetime of sleep comfort for only $42.50, $32.50, $23.50 and $18.00

BED OUTFITS

Complete Bed Outfit

Heavy Continuous Post Steel Bed, in walnut or ivory baked enamel, fitted with good sanitary double-mesh spring and an all-layer felted mattress, covered in art ticking. Sale Price $17.50

$2.50 Cash—$2.50 Monthly
No Interest

Heavy Continuous Post Bed, with steel cane-panel effect; no-sway coil spring and felt mattress. Complete for only $24.50

$2.50 Deposit—$2.50 Monthly
No Interest

Sanitary Bed Couches

A couch by day; a bed by night—comes in three qualities. Special for August Sale prices

$13.00 Value for	$17.75 Value for	$21.00 Value for
$11.00	$14.75	$18.75

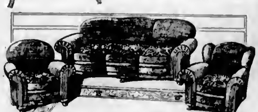
This $500 outfit can be purchased during August Furniture Sale for $447.50

TERMS WITHOUT INTEREST

Range of Special Value

Exactly Like Picture. Sale Price Only $59.75

There is not a range on the market that can equal this for value and conscientious construction. For appearance, economy in fuel and baking qualities this range is in a class by itself. It is built of durable sheet steel with asbestos lining between, retaining the heat and resisting wear. All latest improved lines to give longest service and satisfaction. Top is of Welsville steel, the best known. It has four 9-inch cooking holes, duplex grate for coal and wood; nice size oven; white enamel oven door and back; full nickel trimming. A splendid baker. Complete with water jacket. Special August Sale Price $59.75



Three-Piece Chesterfield Suite, $129.00

Covered all over in an all-wool English taupe moquette; reversible spring cushions in suitable velour in match. Exceptional value at $129.00

$13.00 Cash, $13.00 Month—No Interest

Three-Piece Walnut Suite, $79.50

This is an outstanding bargain of our August Furniture Sale. The reason for so low a price for this high-grade suite is we bought the entire balance of manufacturer's stock of this discontinued pattern. Suite consists of vanity dressing table, bench, bed and chiffonier—a wonderful bargain. The three pieces for only $79.50

Dining-Room Furniture at Great Savings

Eight-Piece Dining Suite. Six chairs, extension table and buffet, made of combination figured matched walnut with effective two-tone contrasting panels. Complete suite. Very special price for August Furniture Sale $108.00

Terms Arranged: $10.00 Cash, $10.00 Month—No Interest

Extreme care has been used in designing this attractive Suite. Oriental wood is used on the top drawer of the buffet and on all overlay panels. The turnings are of generous size. The chairs are roomy and sturdy, with leather seats; extension table, six chairs and buffet $134.00

Complete With Cabinet, $174.00—Terms Arranged

FIVE FLOORS OF FURNITURE

Standard Furniture Co.
719 YATES

TERMS AT SALE PRICES WITHOUT INTEREST

FIVE FLOORS OF FURNITURE

Plays and Players

"The Lady of Scandal" Stars Ruth Chatterton

Dominion Presentation Will Be Attractive Representation of Ultra-Modern English Society Life

FREDERICK Lonsdale's inimitably clever lines and dramatic situations, which made stage history, are blended with the more spectacular possibilities of the screen in "The Lady of Scandal," in which Metro-Goldwyn-Mayer features Ruth Chatterton. The picture will open tomorrow at the Dominion Theatre for a three-days' engagement.

The story is a smart drama of ultra-modern society, in which the heroine, as an actress, upsets aristocratic society through an engagement, a love affair, and finally a dramatic sacrifice. Sidney Franklin, known for "The Last of Mrs. Cheyney," "Wild Orchids," "The Actress," "Duchess of Buffalo," and other outstanding productions, directed the new picture with a notable cast which includes several who played in "The Last of Mrs. Cheyney," also written by the London playwright.

Two members of the original London stage cast, Mackenzie Ward and Fred Kerr, appear in the screen version, in which Miss Chatterton plays the heroine, Elsie, and Basil Rathbone the hero, Edward.

The story deals with an actress who, through a freak of fate, becomes engaged to the son of a British peer. Parental opposition resolves itself into strategy, and she is asked to remain in the home of the aristocratic father, to accustom herself to society. Instead, society accustoms itself to her, and it upsets society considerably. Then a real love affair dawns, but finally she sacrifices her own happiness for that of a woman who needs her lover more than she does.

As the musical comedy star Miss Chatterton has a far different role from that in "Madame X." The lilting, witty lines of Lonsdale, and the underlying vein of brilliant satire, make the new production one of pure entertainment, with the dramatic punch coming as a distinct surprise.

MYSTERY THRILLER COMES TO COLUMBIA

Lon Chaney Will Be Seen in Eerie Role in "Phantom of the Opera"

The greatest thriller ever shown on the screen, "The Phantom of the Opera," starring Lon Chaney, with Mary Philbin and Norman Kerry in the leading featured roles, is coming to the Columbia Theatre tomorrow. The popular screen mystery has been fitted out with sound and dialogue, including the tense and dramatic scenes between the principals, the elaborate ballets, songs and choruses from the opera "Faust" and the glittering bal masque in the grand foyer of the Paris Opera House. With glorious music and singing, with its spoken drama, mystery and thrills, all plus many charming scenes presented in natural colors, the new "Phantom of the Opera" is heralded as remarkable entertainment.

Woven into the gripping plot of the story which is laid in the Paris Opera House, are all important scenes from "Faust." These are presented in full realism, with color and music, giving to all intent and purpose the first comprehensive rendition of an opera by the talking screen.

FENDERS OUTLINE BUSSES

Fenders that show the driver the clearance of his vehicle are being installed on busses of Berlin, Germany. They are in the form of frames which are clearly visible to the driver so that he may judge distances in narrow lanes of traffic in crowded streets.

MONDAY AT 8 P.M.—PRIZE DRAWING FOR $10

ALL TALKING PICTURES
COLISEUM
ON GOVERNMENT STREET

Monday, 18th—All the Week
Daily at 2:30 and 7 P.M.
Mats. 15c; Evgs., 25c and 35c; Kiddies, 10c

THE DRAMA OF A GIRL WHO DISCOVERED SHE LOVED THE MAN SHE HATED

United Artists' Pictures Present

"DEVIL'S HARBOR"

With

Lupez Velez

. . . TROPIC MOONS, the roar of raging surf; a semi-barbaric retreat overrun with desperadoes and adventurers—a setting for the dynamic romance of a two-fisted hero and a flaming, untamed maid of the coral isles.

Sublime! Stirring! Irresistible!

"Mexicana"

A Beautiful Song and Dance Review in Color

Star Featurettes
A Great Musical Treat
"Wizard's Apprentice"
FOX NEWS
Containing Pictures of Canada's New Premier
R. B. BENNETT
R-100 FLYING TO CANADA

Coming: The British Super-Picture, "ATLANTIC"—Watch for Date

PLAYHOUSE Mon., Tues., Wed. Only

presents

"A ROYAL ROMANCE"

with

WILLIAM COLLIER Jr. and PAULINE STARKE

ALL-TALKING

MYSTERY-ROMANCE-ADVENTURE and THRILLS GALORE!

Matinee Daily Adults 15¢
Evening 7 to 11 Adults 25¢ - 35¢
Children Always 10¢

REBATE NIGHT TUESDAY
GIVEN $25 AWAY

Coming Thurs., Fri. and Sat.
All Comedy Riot
"Crazy That Way"

AMUSEMENTS

On the Screen

Capitol—Richard Barthelmess in "The Dawn Patrol."

Columbia—"The Phantom of the Opera," starring Lon Chaney.

Coliseum—"Devil's Harbor," featuring Lupe Velez.

Dominion—Ruth Chatterton in "The Lady of Scandal."

Playhouse—"A Royal Romance," with William Collier, Jr., and Pauline Starke.

Crystal Garden — Swimming and Dancing.

"A ROYAL ROMANCE" IS APPEALING DRAMA

Playhouse Production Succeeds in Being Romantic Without Sounding Sordid Note

Romantic films have a firm hold on the movie-going public. Despite the temporary vogue for realistic, sordid and sex dramas, the average man and woman revels in entertainment that is purely on the fanciful order. It gives the jaded mind the opportunity to forget about the humdrum of daily life and take a romantic journey.

"A Royal Romance," the Columbia all-talking comedy of love and intrigue coming to the Playhouse Theatre tomorrow, is just that type of film. The character of the hero is likable and appealing. He is the type of creative genius who follows the will-o'-wisp of fancy blindly and has no practical side whatever. One accompanies him on his adventures into a fictitious foreign land where he falls in love with a beautiful and charming countess—exactly like the prince in the fairy tale.

Great care was taken in casting the picture. Every name is a familiar one to movie patrons. William Collier, Jr., plays the fanciful hero and Pauline Starke enacts the part of the countess.

DRAMATIC SITUATION FOLLOWS TRAIN DEATH

Endeavoring to Establish Identity Through Letters Found on Body, Brother Is Discovered

PRINCE GEORGE, Aug. 16.—There was a dramatic sequel to the death of Thorvald Viggo Andersen in the city hospital, Friday, as the result of injuries received in jumping from a passenger train the day before. Other than the name of the deceased, and the intimation that he hailed from Vancouver, the police had no information. The personal letters found on Andersen were all written in Danish, and with a view to ascertaining whether the deceased had any relatives in the province, the police took them to E. W. Andersen for translation.

One glance at the letters was sufficient to convince the Prince George man that the victim of the fatal accident was his brother. The former had been in correspondence with his brother from Vancouver, but had no intimation that the deceased was about to pay him a visit.

SOVIET EXPEDITION CLAIMS DISCOVERY OF NEW LAND BODY

MOSCOW, Aug. 16.—A Russian Arctic expedition on the icebreaker, Sedov, yesterday radioed that it discovered a new land at 79 25 north latitude and 76 10 longitude. The message added that the land extended for a great distance westward, and the expedition expects to plant the Soviet flag upon the new soil.

Vladimir Wiese, a Soviet scientist, predicted the discovery of land in this region in 1924, and explorers have been searching for it since. The position given is high in the Arctic Ocean off the north coast of Siberia, lying about 200 miles north of Yeneisei Bay. Available charts show it as open ocean at present.

Kraft mills, which were introduced into France as an experiment two years ago, will produce 50,000 tons of paper this year, some of which will go to Egypt, Algeria and Morocco.

Appearing in Warfare Epic

Richard Barthelmess in "The Dawn Patrol," Showing at the Capitol Theatre All This Week.

LUPE VELEZ WILL BE SEEN AT COLISEUM

Famous Mexican Star to Appear This Week in "Devil's Harbor"

That gay lusty madcap of a Mexican girl, Lupe Velez, comes to the Coliseum Theatre tomorrow, where she is appearing with Jean Hersholt and John Holland in "Devil's Harbor," the United Artists-Inspiration conception of what it is like for a young girl to match her wits with a mercenary father and an avaricious trader.

The story brings one back to those glamorous days when pirates really had cutlasses and black-eyes. It winds its way thrillingly through a series of murders and scrimmages and concludes as all stories must conclude—with the vivacious Lupe fast in the arms of her man and the moon shining down upon them. But there is really substance to the tale. It recounts the hardness of a father to his daughter and of his attempt to marry her to his own monetary advantage; and of her refusal to bow to his selfish will.

BIDS FOR REPAIRING VESSEL DAMAGED BY FIRE WERE REJECTED

SAN FRANCISCO, Aug. 16.—Bids for repairing the City of Honolulu, which was damaged by fire and water at Honolulu last May, have been rejected and the liner will be abandoned to the underwriters, the marine surveyors firm of Pillsbury & Curtis announced here today.

Bids for repairs were submitted last week, but it was learned they had been rejected, and the full amount of insurance, which runs over $2,000,000, will be paid the owners. It is believed the underwriters will put the vessel up for sale to be scrapped.

PROMINENT GUESTS STOP OVER AT PARK

JASPER, Aug. 16.—Dr. Carl Steurnagel, assistant to the president and director of statistics of the German National Railways, arrived at Jasper Park Lodge today with Mrs. Steurnagel to spend a few days on his way east from the Pacific Coast. Dr. Steurnagel said he was on a pleasure trip and enjoying his first glimpse of the Canadian Rockies.

Sir Ralph Verney, a member of the British House of Commons, and Lady Verney are visiting at Lake Edith. Sir Ralph, who met Lady Verney here after she had completed a trip around the world, expects to spend about two weeks in Jasper Park before his return overseas.

BITS FROM RADIOLAND

Freddie Rich, Columbia orchestra leader, has his weaknesses, and one of them is animal crackers. He was munching on the zoological biscuits between rehearsals the other day and a studio hostess observed:

"One might believe, Mr. Rich, that you were the inspiration for the 'Animal Crackers' song."

"Inspiration, nothing," said Rich. "I wrote it."

And so he did.

Senator Overman, of North Carolina, who was recently cut off at the end of seven minutes in a radio speech, ought to look with envious eyes upon Stalin, the Bolshevist dictator, who recently broadcast a seven-hour speech in Russia.

Demenico Savino, director of Savino Tone Pictures over the Columbia Broadcasting System, left on his annual trip abroad on August 9 on the Conte Grande. Mr. Savino is a noted arranger and composer and his programmes on the air are noteworthy for original accompaniment effects and the employment of unique instruments.

Charles Speer, of the Columbia continuity department, has been a newspaperman, novelist and song writer. He is also a swimmer of no small ability. National interscholastic champion while attending Mercersburg Academy, he was a member of an American team which gave exhibitions in Europe in 1923.

National Broadcasting Company studios in San Francisco are now releasing through the Pacific NBC network 237 programmes weekly. Of this number, 157 are produced in the West and the remainder are New York presentations through the coast-to-coast network.

O. B. Hanson, manager of plant operation and engineering of the NBC, has temporarily abandoned aviation to become a sailor. Hanson has sold his airplane and has purchased a thirty-foot cruiser, the Diana of New York, on which he is spending Summer week-ends.

MOTOR LINERS ONLY WILL OMIT VICTORIA ON OUTBOUND VOYAGE

SEATTLE, Aug. 16.—Under a new sailing schedule soon to go into effect, motorships of the Nippon Yusen Kaisha will sail from Seattle at 5 p.m. instead of 11 a.m. on days of departure. The change is a result of routing the motorships via Vancouver on their outward voyages. These vessels will omit the call at Victoria outbound.

The Hikawa Maru will sail from Seattle on August 20 at 10 a.m. instead of 11 a.m., arrive at Vancouver at 7 p.m. and sail from Vancouver the night of August 20 for Yokohama direct. The new schedule, however, will go into effect with the sailing of the new liner Hiye Maru, which will arrive in Seattle, September 6 on her maiden voyage. This vessel will sail from Seattle at 5 p.m., September 19, instead of 11 a.m., September 20, as scheduled, going to Vancouver. She will sail from Vancouver for Yokohama direct at 11 a.m., September 20. All the motorships of the N.Y.K. will follow this route in the future.

The steamships Yokohama Maru, Shidzuoka Maru and Mishima Maru will sail from Seattle for Yokohama via Victoria at 11 a.m. on days of departure. The Yokohama Maru and Shidzuoka Maru will go as far as Kobe and the Mishima Maru to Hongkong. All the motorships of the fleet will go through to Hongkong. The Yokohama Maru will arrive here on August 27, replacing the Korea Maru.

A campaign against selling eggs with dirty shells is on in Ireland.

SPECIAL EXCURSION

The Seattle office of the Canadian National Railways arranged a special excursion from the Sound city to Victoria on the Prince David over the week-end. Excursionists had the option of leaving Seattle at 1 o'clock Saturday morning and returning on the 7 o'clock boat leaving Victoria, or returning to Seattle on Sunday at the same hour, spending a day and a half here. A large number of Seattle people took advantage of the arrangement.

A Stirring Epic of the British Flying Aces!

"Our Dick" as an English Daredevil

FIRST SHOWING MONDAY AT 12 NOON

His Finest Role

100% Dialogue and Sound

RICHARD BARTHELMESS in **The DAWN PATROL**

Adapted from the novel, "The Flight Commander," by John Monk Saunders, Author of "Wings."

SEE and HEAR

HUNDREDS of planes manned by the greatest stunt-flyers in the world!

THOUSANDS of tons of munitions blown up in one terrific bombardment.

YOUNG aviators taking off for what they know is the last time.

CRAZY courage! Reckless flying! And the girl who guided them to life's sacrifice!

With a Superb Cast, Including

Doug. Fairbanks, Jr.

Neil Hamilton

AND

46 Stunt Flyers

Mightiest of All Air Epics

Dick Barthelmess and forty-six of America's greatest stunt flyers looping, zooming, diving through the most human story ever told.

Never Have We Shown a Greater Picture

Never has Barthelmess had a finer part. You'll laugh at his deviltry. Thrill at his miraculous flying. And cry as you've never cried before at his sensational escapades.

ADDED ATTRACTIONS

SEE and HEAR the All-Talking Comedy

Detectives Wanted

With CLARK and McCULLOUGH

AESOP'S FABLES With Sound

PARAMOUNT SOUND NEWS REVUE

FREE LOGE SEATS—Is Your Name Printed Here? The Capitol Theatre invites Miss T. Anderson, Telegraph Road, Keating, and two friends of her own choice, to be its guests any day this week. Please detach this coupon and present to cashier. A New Name Every Morning. Watch for Yours!

No Raise in Prices!

Matinee	35¢	Evening	50¢
Children	10¢	Children	20¢

SHOWING ALL THIS WEEK

Bargain Matinee Daily at 12
Adults 20¢
Children 10¢

CAPITOL

Richard Barthelmess to Appear in Air Thriller

Picture at Capitol Theatre Shows Stark Reality of Aerial Warfare and Is Epic of Indomitable Spirit

THERE have been great aviation pictures in the past; but there has never been one like "The Dawn Patrol." This latest First National and Vitaphone Picture, starring Richard Barthelmess, which opens tomorrow at the Capitol Theatre for a six days' engagement, stands without doubt in a class by itself as a drama of war in the air. For thrills, chills, terrors, triumphs and the sweep of sheer reality, this picture seems to the present reviewer to be without a peer.

A great cast supports Barthelmess in a greaty story. Such names as those of Douglas Fairbanks, Jr., Neil Hamilton, Clyde Cook, Gardner James and Frank McHugh speak for themselves. It is an all-masculine cast, by the way, and the plot is a story filled with an iron quality of masculinity and exerts an irresistible power over the spectator. Here, at last, is the real thing. Here is the war as it was actually fought in France in those desperate years when saw the sacrifice of so many brave young lives. Here is a ceaselessly moving panorama of the great tragic drama of actuality which shows the civilization of the twentieth century to its foundations.

Photographically "The Dawn Patrol" sets a new standard, far in advance of anything hitherto attempted. This is also true of the sound effects. There are camera shots that almost make one leap from one's theatre chair, so completely are we identified with the cavaliers of the air as they struggle for the cause that is nearest to their hearts.

And through it all—through the soaring and swooping of the fighting planes and the rattle of the deadly machine guns — runs the spirit that animated the young men who faced it all and went through with it in a spirit that makes one proud of the human qualities that inspired and sustained them.

Showing Jolly Bill and Jane in Action

HERE'S Jolly Bill and Jane, popular artists of the morning programme for children, as seen by "Jolly Bill" himself, who, before he was adapted to radio, was also a talented boy artist. Jolly Bill is a cartoonist on a New York newspaper. He still uses his talent for drawing pictures on a blackboard in the studios of WJZ, New York, and the little four-year-old schoolgirl, Jane, is a frequent visitor there. The team was one of the popular features in children's radio programmes when this programme is now being transmitted over an extended National Broadcasting Company network.

LOCAL JERSEY CATTLE SCORE PRIZE AWARDS

Fine Showing at Vancouver Fair Brings Laurels to Victoria Breeders

BABBACOMBE HERD IN TOP HONORS OF CLASS

Considerable interest and not a little speculation surrounded the prospective showing at the Victoria Fair, which opens tomorrow afternoon, of a group of local Jersey cattle which created a generous mountain in competition at the Vancouver Fair, recently concluded. Judged the largest and best class even seen in British Columbia, especially the bull section, eight in number, the senior herd sire of the Babbacombe herd was placed first and later made senior and grand champion, and three of his sons won a first and two seconds. The grand champion was none other than H. E. Burbidge's Glamorgan Wexford Rindle.

Capt. C. E. Gibson, of Sidney, again with Babbacombe Sybil's Raleigh, who was junior champion at Victoria last year, and E. C. Ramsey, of Duncan, was second with Babbacombe Bindle's Clear in a class for two-year-olds and under three. George Macklin, of Saanich, was second in a strong class of nine young bulls, and the Miller ranch was third with Lindell Draconian, a most promising youngster, who is by Draconian, an imported bull that was sold for $8,000 last year. Miller Ranch was also third, with Babbacombe Bindle's Jewel, a second yearling.

The Babbacombe herd had a full string out and made interesting competition for the Malahat herd, and won a fair share of the ribbons. The Jersey exhibit was the strongest showing ever seen at Vancouver and the larger and older exhibitors had to be content to share the placings with the newer competitors.

W. S. Wainwright, of Vancouver, won the female grand championship with Glamorgan Viola and was reserve with Glamorgan Zonia's Queen. The two cows, together with the grand champion bull, came from the Glamorgan herd, owned by J. S. H. Matson.

All these local Jerseys, twenty in number, will be at the Victoria Fair this week, together with several entries from the leading Vancouver Island herds. This will make keen competition for the large Mainland herds that are coming over and will be one of the best exhibitions of Jerseys ever seen on this Coast. They will be judged on Tuesday at 10 o'clock in the morning.

Sunday Afternoon
SWIM
Have Afternoon Tea on the Promenade.
Crystal Garden

Records We Invite You to Hear

22419—"If I Had a Girl Like You"—Fox Trot
"Kitty From Kansas City"—Fox Trot
12622—"Hark, Hark, the Lark" Song by Master Lough
"Who Is Sylvia"—Song by Master Lough
22096—"Monastery Bells"—Victor Band
"Mill in the Forest"—Victor Band
13014—Gems from "Yeomen of the Guard"—Parts 1 and 2
22435—"A Song Without a Name"—Fox Trot
"My Heart Belongs to the Girl"—Fox Trot
40043—"Barnacle Bill the Sailor"—Billings
"How to Make Love"—Billings
21202—"Somewhere a Voice Is Calling"—Organ by Crawford
"Serenade"—Organ by Crawford
1446—"Rogue Song"—Song by Tibbetts
"Why Narrative"—Song by Tibbetts
22228—"Tap Dance Medley"—Victor Orchestra
"By Herk"—Tap Dance by Victor Orchestra
9308 — "Medley of Schubert Waltzes"—Victor Salon Orchestra
"Marche Militaire" — (Schubert) Victor Salon Orchestra

DAVID SPENCER LIMITED
MUSIC DEPARTMENT

Provincial Government Takes Steps to Induce Tourist Travel in B. C.

Feature Scenic Film Will Be Shown to California Auto Clubs

British Columbia's coast and interior scenic grandeur will be drawn to the attention of automobile clubs in California shortly, in a 10,000-foot film, equivalent to a feature film presentation, which will be demonstrated by Major Gordon Smith, chief of the Government bureau of information, who left last week on a lecture tour of the main centres of population in the South.

Major Smith will accompany American members of the caravan that made its way to Hazelton under the guidance of Premier Tolmie recently, and will address many clubs and tourist organizations in California, where the films are to be shown concurrently. His tour is the first step in a systematic movement fostered by the Provincial Government to bring wealthy people from California north to see British Columbia.

The actual film, which in length and scope fully equivalent to any modern feature film presentation, is a remarkably faithful record of the magnificent setting which nature has given to British Columbia's abundant store of natural resources.

A systematic effort to induce northbound travel from the Southern States will be inaugurated by the press association, and in this the efforts of the Province are being assistantly backed by those from across the border, who made up part of the caravan that for several weeks made a first-hand tour of the country the film will display.

The establishment of a tourist bureau, which would be devoted exclusively to advertising British Columbia, at some point in California is now under advisement. The plan proposes the creation of such a bureau, either with Provincial help, or through the co-operation of the Province, the municipalities and other agencies combined.

San Francisco is mentioned as the possible site for such a bureau, the function of which would be to disperse accurate travelogue information about the sporting and scenic attractions of the Pacific Northwest, and to dispel any impression that continues to British Columbia means "roughing it."

Personal contact established by this means would do much to produce travel within the province by a class of wealthy motorists only too eager to take advantage of any fresh attraction brought to their attention, where accurate data may be obtained on the subject within easy access of their homes.

Tsinan's Recapture May Prove Turning Point in Civil Warfare in China

Fears Still Entertained for Safety of Missionaries in Kanchow

By REGINALD SWETLAND
(Copyright, 1930, by The Chicago Daily News Foreign Service.)

SHANGHAI, Aug. 16.—Nationalist troops have re-entered Tsinan, Shantung provincial capital, according to reports received here by heads of American firms having agents in Tsinan. The re-entry was orderly, with the Northern forces evacuating northward along the Tientsin-Pukow railway.

Tsinan's recapture is expected to mark the beginning of the end of the present campaign, permitting General Chiang Kai-Shek, President of the Nanking Government, to push troops in considerable numbers back along the Longhai railway, where the Northerners' attacks have been concentrated during Nanking's drive on Tsinan.

NANKING'S FIRST ACT

Nanking's first act now will be to consolidate its financial grip on the province which for the past month has been used as spoils for three separate factions. Nanking itself is stated at its success.

American missionaries stationed at Kanchow, in Kiangsi Province, in the heart of the Communist area, have been warned to evacuate through Canton owing to an expected Red attack upon the city. A small group of missionaries and sisters of Charity of the Catholic Vincentian Mission from Kansiew has already reached Canton after a fortnight's trekking through dangerous districts in Central and Southern China. Fears are still felt for a few others, including Bishop Denny O'Shea, of Deep River, Conn., who are remaining in Kanchow.

HANKOW SITUATION

The Hankow situation is considerably easier, Nanking announcing the presence in the Wuhan cities—Hankow, Wuchang and Hanyang—of 30,000 troops, deemed amply protective against possible Communist incursions.

American property damage in Changsha, which suffered heavily from a Red raid several weeks ago, is now estimated at $1,000,000, but Nanking is awaiting an official bill from Washington before discussing the matter. Meanline it has appropriated 100,000 taels dollars to assist the Chinese sufferers in Changsha.

CHINESE HANGED IN CELL

VANCOUVER, Aug. 16.—The dead body of Mah, a Chinese who was arrested Thursday on a charge of contributing to juvenile delinquency, was discovered hanging from a bar in his cell at the Vancouver police station this morning.

Auto Swerves to Pass Cyclist and Hits Street Car

Swerving to avoid a fallen cyclist, Alexander D. Knight, 1949 Chadborne avenue, collided with an eastbound street car on Fort Street, near Quadra Street, at 3-55 o'clock yesterday afternoon and received injuries to his head. He was taken by the St. Joseph's Hospital in the police ambulance and after receiving medical attention by Dr. J. H. Moore, proceeded to his home.

David Barr, 2647 Rose Street, who fell off his bicycle in front of the Knight car, bruised his left arm. After having his injury attended to in the office of Dr. Bryant, he was taken home.

U.S. to Give Big Sum as Drought Aid

WASHINGTON, Aug. 16.—Moving swiftly with its drought relief programme, the Government today allocated $121,875,000 in Federal aid road money to the various states.

This was done to permit the states hit by the drought to know the amount of Federal funds which will be paid to them during their next July for highway construction. This will enable them to advance the money for emergency employment in anticipation of Federal aid.

Secretary Hyde, who announced the allocation, said the membership of the national organization to work with the states would be announced soon and that questionnaires had been sent to 80,000 crop reporters over the country asking for more data on the needs in stricken communities.

YOUTH ATTEMPTS NEW JUNIOR FLIGHT MARK

WICHITA, Kansas, Aug. 16.—Eddie Schramm, eighteen-year-old Westfield, N.J., youth, attempting to establish a new junior transcontinental flight record, arrived here tonight at 7:40. He left St. Louis at 1:38 p.m.

BANK NEAR TORONTO ROBBED BY GUNMAN

TORONTO, Aug. 16.—Police are now in pursuit of a lone gunman who held up the branch of the Bank of Montreal in Alex City, a suburb near here, today. He escaped with only $300. This is the second time within two years that a bank up has been staged at this branch.

Close Scrutiny to Be Kept on Motor Traffic by Police

CLOSE scrutiny will be kept on all motorists throughout the Municipality of Esquimalt and Esquimalt Road in particular, Chief John Arcesian stated last night. This follows on the heels of the accident on Tuesday night which resulted in the death of John Parry, and will be continued until some definite action with reference to the score of traffic offenders is taken by the council. At the present time the advisability of repairing the corner is under discussion. Chief Arcesian stated that such action was being taken in the interest of the travelling public, and he hoped that motorists would look on it in that light.

GOODRICH RUBBER CO. SUSTAINED BY COURT

Company Is Given Verdict in the Balloon Tire Patent Infringement Suit

Millions of dollars were saved to the motorists of the country in a recent decision handed down by the United States Circuit Court of Appeals in favor of the B. F. Goodrich Rubber Company, the parent firm of Canadian Goodrich Company. Limited, in the balloon tire patent infringement suit which was instituted against it by the Steel Wheel Corporation of Detroit.

The suit was originally brought in the Federal Court at Detroit on the Putman "balloon tire" patent, which purported to cover all tires of large size in proportion to their load and having thin side walls and designed to operate with low air pressure.

The defence produced evidence showing that as far back as 1919 the B. F. Goodrich Rubber Company had introduced cord tires in this country answering to all the specifications of the patent. Incidentally it was brought out that such "balloon tires" were used and have continued to be used since that time by the Duke of Rutland on his personal cars.

It was also shown that A. R. Marks, an officer of the B. F. Goodrich Rubber Company, used balloon tires in Akron as early as 1916. A further defence was that the patent was indefinite in not saying how large or how thin or how low inflated the tires must be to come within the patent.

Attorneys Merrell R. Clark, of New York, and Robert M. Pierson, of Akron, represented the defendant, Whittemore, Hulbert, Whittemore & Belknap, of Detroit, representing the plaintiff.

The decision is a confirmation of a statement issued by officials of Canadian Goodrich Company, Limited, when the long-expected "balloon tire patent" was issued in 1929 to the effect that the patent was fully anticipated by that company's early activities in the field of cord tires.

That statement, taken as a challenge, is said to have caused the plaintiff to single out the manufacturer of the first cord tire as its adversary in the test suit.

FIRST CANADIAN NEWSPAPER

The first issue of The British Gazette was printed on a sheet of foolscap. Some of the weekly editions of present-day Canadian papers run from 60 to 100 pages, eight columns wide and twenty-eight inches deep, with a circulation exceeding 200,000 copies.

CANADIAN CHEESE GRADING

There has been a steady improvement of the quality of cheese year by year since grading was undertaken by the Department of Agriculture at Ottawa, about seven years ago. The chief of the division of dairy produce in the department states that a new mark has been set in 1929, when 93.7 per cent graded were found to be of first grade.

WESTERN CANADA COAL

With the exception of true anthracite, practically every kind of coal is to be found in Alberta and British Columbia. The high grade lignite and subbituminous coals of Alberta are designated by the provincial authorities as domestic coal to differentiate them from the ordinary lignites.

MONDAY MARKS OPENING DATE OF EXHIBITION

Fall Fair at the Willows Promises to Excell All Previous Efforts

ALL SPACE IS TAKEN IN MAIN BUILDINGS

Tomorrow afternoon at 2:30 the curtain will rise on Victoria's 1930 exhibition arranged by the British Columbia Agricultural Association and for the entire week citizens, residents of the Island and thousands of visitors will be treated to an amazing display of interesting events of a varied nature. Each day will bring features with an appeal to every section of the community.

The exhibition will be formally opened by His Honor Lieutenant-Governor Randolph Bruce of British Columbia, supported by other provincial and civic personages. The exhibition, the officials say, has drawn more exhibitors than any previous effort and the capacity of the main buildings has been taxed to the limit and many exhibits have been refused because of lack of space, all of which tends to show the important position the Victoria fair holds in Pacific Coast activities.

Officials state that when the opening time arrives every exhibit will be in its place and the official ceremony will set in motion every department of the exhibition. The Brownine Amusement Company's devices for entertainment will be ready for operation, horse racing will be carried out on schedule time and all other items of the programme each day will be according to announcements. At night great flood lights erected at considerable cost will turn night into day and a spectacular arrangement will carry music throughout the buildings and grounds.

Last-minute arrangements include in the day's programme for Tuesday and Wednesday the judging of the various breeds of cattle. At 10 o'clock Tuesday morning the judges will inspect and give awards to Jersey, Ayrshire and Shorthorns, and at the same hour on Wednesday they will judge the Holsteins and Guernseys. There will be stock parades daily in the inner oval of the racetrack and some smart furrows are expected to be in competition.

Revelation!
Greater Than Ever With Talking, Music, Singing, Sound Effects, Color!
CARL LAEMMLE presents
LON CHANEY
NORMAN KERRY
AND
MARY PHILBIN
in
The Phantom of the Opera
SEE THE GORGEOUS SPECTACLE OF THE PARIS OPERA IN FULL NATURAL COLOR
HEAR THE MIGHTY STRAINS OF THE FULL SYMPHONY ORCHESTRA OF 150 PIECES as it plays the soul-tilleting music for the dancing feet of the greatest ballet ever presented on any screen.
Monday Night Cash Prizes
News in Sound Musical Novelty
Bargain Matinee, 1 to 6—Adults, 20¢; Kiddies, 10¢
Evenings—Adults, 35¢; Kiddies, 15¢
COLUMBIA
MONDAY TUESDAY WEDNESDAY

A Brilliant Comedy-Drama of London's Gilded Social Circles—It's Ruth Chatterton's Finest!
LADY of SCANDAL
Showing Monday Tuesday and Wednesday
Presenting to You "The First Lady" of the Talking and Singing Screen
RUTH CHATTERTON
—Supported by—
BASIL RATHBONE
NANCE O'NEILL
—and—
RALPH FORBES
Frederick Lonsdale wrote "The High Road," the brilliant play that ran a year in New York.
It comes now as a screen event with the foremost actress of Talking Pictures in her most amazing role!
—Added Sound Attractions—
News Scoop! HEAR and SEE The Arrival of the R-100 Britain's Giant Dirigible at Montreal
Hear and See Your Favorite
LAUREL AND HARDY
In the All-Talking Comedy Hit
"The Laurel and Hardy Murder Case"
Hear and See the Vitaphone Act Presenting ALBERT SPALDING Concert Violinist
DOMINION MOVIETONE NEWS REVUE (Canadian Edition)
Bargain Matinee Daily at 12 Noon
USUAL PRICES
DOMINION

Let Us Park Your Car in Safety for 10¢
While You Are at the Theatre!
Just drive in! No need to search the streets for space! No need to worry about damage to your car! Remember—we'll save you time and bother!
Quadra-Johnson Service Station
Reliable (Victoria), Ltd.
Corner of Quadra and Johnson Streets

California Railway Starts Construction

OREENVILLE, Cal., Aug. 16.—Construction work on the Western Pacific-Great Northern Railway $14,000,000 line from Klamath Falls to Keddie started today. Ceremonies were held in which officials and joint contractors participated.

To Testify at Trial

SEATTLE, Aug. 16.—The Times says today that Senator Wesley L. Jones will testify for the defence in the Lyle corruption and bribery case in Federal Court here.

MARRIED IN LONDON

LONDON, Aug. 16.—Notice of the marriage of Mrs. Dudley Coats and Marshall Field III, grandson of the Chicago merchant, has been entered at the Marylebone registry office.

It is believed the ceremony will take place Monday.

IN THE RADIO WORLD

Activities of Radio Enthusiasts in Canada, United States and Foreign Lands

Sir Thomas Lipton to Try for America's Cup

Fifth Attempt Will Broadcast Over NBC for First Time—First Race Scheduled for September 13

SIR Thomas Lipton's fifth attempt to recapture the silver symbol of yachting supremacy, which the United States has held since 1851, will lure a corps of National Broadcasting Company announcers and engineers to Newport, R.I., next month for a complete radio picture of the famous America's Cup races.

Aboard a destroyer following the contenders, the NBC announcer, in conjunction with a nationally known yachting authority, will keep listeners posted at regular intervals during each day of the international event.

If sailing weather is good, the first race will be on Saturday, September 13. On Monday the Shamrock V and the American defender will spread their sails over a different course, and the races will continue each day until Saturday, September 20, or until one of the yachts has won four out of seven events. Rules provide that each race start soon after 10:30 a.m., and if neither yacht crosses the finish line in less than five hours and a half, the race must be repeated.

NBC's combined networks, with WJZ and WEAF as key stations, will receive the periodic radio reports. The announcers and the radio commentator will speak by short wave from the deck of the United States destroyer on the course. Their remarks will then be picked up by receiving apparatus at Newport and sent over lines to New York for distribution to the NBC networks, which probably will alternate in their use of the scheduled periods.

Sir Thomas Lipton has been England's contender for the famous cup since 1899, when he first sent a yacht named Shamrock to the United States to seek the cup which America wrested from England nearly ninety years ago. It has been nine years since the British merchant-sportsman made his fourth unsuccessful attempt to win back the trophy.

The America's Cup course is a dozen miles from Newport Harbor, and nine miles southeast of Brenton Reef Light vessel.

WORLD SERIES TO TAKE MIKE

National Broadcasting Company to Release Programme From New York

COMMENCES NEXT WEEK

While major league baseball teams are struggling toward a decision in their pennant races through the closing days of August, radio listeners in all sections of the country will get a foretaste of the World Series to follow through an acount of the American Legion's Junior Series, acording to arrangements between the veterans' organization and the National Broadcasting Company.

An extensive network of stations will broadcast the series, scheduled to begin in Memphis, Thursday, August 28. The team winning two games will be adjudged junior champions, and broadcasting will continue each day until victory has been achieved. Each broadcast is expected to begin at 12:30 o'clock (P.S.T.), and will last about two hours.

Approximately half a million boys, scattered throughout the forty-eight states and the District of Columbia, hvae been competing in local tournaments for the right to be one of the two contesting teams in the Junior Series.

The Legion's Junior baseball programme is under the sponsorship of that organization's National Americanism Commission. The organization believes that the fundamentals of good sportsmanship are the fundamentals of good citizenship, and that by teaching the youths sportsmanship it is also teaching citizenship.

A fund provided annually by the American and National Leagues defrays expenses for the Legion's baseball programme.

Special equipment of Station WMC has been installed at Russwood Park, Memphis, to feed the Junior Series broadcast to the NBC network.

The New York outlet for the broadcast will be WJZ.

Tennis Finals Go on Air Next Week Over CBS

Ted Husing, sports announcer, will broadcast a play-by-play description of the national women's tennis finals direct from the grandstand, West Side Tennis Club, Forest Hills, L.I., between 10:30 and 1:30 p.m., Saturday, August 23, over KOL and KVI, the Columbia network stations.

Preceding the finals, Columbia will broadcast daily resumes of the preliminaries, and Husing will introduce outstanding players to the radio audience. He will use a booth located between the south end of the marquee and the southeast corner of the grandstand.

"Radio's Sweetheart" Is Now in London

MILDRED HUNT

National Broadcasting Company crooner, known to radio listeners as "Radio's Sweetheart," is now in London, where she is endeavoring to popularize the American art of radio crooning among British listeners. She expects to return early in September.

"GOLDEN VOICE" IS NAME OF NEW RADIO

Atwater Kent Set Makes Big Contrast With Old One—Used During Novel Broadcast

A unique development in the use of radio as an aid to industry was given practical demonstration Tuesday evening, August 5, in a special Atwater Kent Broadcast, over a network of fifty stations.

The occasion was the commencement of the company's new, "golden voiced" radio, but the novel feature was that practically all of the thousands of Atwater Kent dealers heard the broadcast simultaneously over the new set, in eighty-seven different distributors' conventions throughout the United States and Canada.

Outstanding features of the new Atwater Kent radio—introduced as the radio with the "golden voice"—include the following, according to announcement by Mr. Kent:

Richer and clearer tone.

A new and exclusive "quick-vision" dial.

A new and improved electro-dynamic speaker.

Tone control.

Greater selectivity and distance.

A complete new line of exclusive Atwater Kent cabinets, including one combination radio and phonograph.

In the announcement of the new radio, stress is laid on the quality and character of the tone of the instrument, while the new dial is presented as an important and revolutionary improvement.

Willie Perceval Monger, Charles Grant and Edward Porrier, of the NBC Artists Service, plan a ten-day cruise for their vacation this month. The trip, which will be at sea for ten days, will go as far up the North American coast as Halifax.

Artist Has Perfect Broadcasting Voice

THE photograph here shows Rosalind Green, star performer of the National Broadcasting Co., New York, who is said to have the radio's most perfect voice. The fact that Miss Green won a national contest in 1920 supports this claim. Only four years out of college, the number of her radio performances now runs into several hundreds and in some programmes she has as many as three parts.

Radio Broadcastings

Sunday's Programme

CFCT, Victoria, B.C. (475.9m; 630k)

7.00 p.m.—Sunday evening concert of fine music.

7.20 p.m.—West Coast Information Service, time signal.

7.30 p.m.—Victoria City Temple Studio Church Service. G. E. Grist will deliver Dr. Davies' sermon on "Ecce Homo." Elaine Luker, soloist, and quartette choir. Weather report, forecast and forest fire summary, resume of programme.

CJOR, Vancouver, B.C.

10.30 to 11.45 a.m.—Capilano Canyon View Hotel programme.

10.45 to 11.00 a.m.—Music and Loris time.

11.00 a.m. to 10.00 p.m.—Unity Church of Truth.

12.30 to 2.10 p.m.—Musical programme.

2.15 to 4.15 p.m.—Foursquare Gospel Lighthouse programme.

4.15 to 5.15 p.m.—Musical programme.

5.15 to 7.00 p.m.—Watchtower programme and Loris time.

7.00 to 7.15 p.m.—Maggie Murphy's Home.

7.15 to 7.30 p.m.—Music.

7.30 to 9.00 p.m.—Christ Church and Loris time.

CKWX, Vancouver, B.C. (410.7m; 730k)

3.00 to 3.30 p.m.—British-Israel lecture.

6.30 p.m.—Longine's observatory time.

8.00 p.m.—"Home Gas Symphony," conducted by Calvin Winter.

10.00 p.m.—Organ recital sponsored by Dr. Brett Anderson.

11.00 p.m.—RKO programme from Orpheum Theatre by Ivy Evans.

National Broadcasting Company

11.00 a.m.—The Friendly Hour.

12.00 noon—National Sunday Forum.

1.00 p.m.—Sabbath Reveries.

2.00 p.m.—Catholic Hour.

3.00 p.m.—Sunday concert.

4.00 p.m.—Enna Jettick Melodies.

4.15 p.m.—Hacienda Melodies.

4.30 p.m.—Goldman Band concert.

5.15 p.m.—Atwater Kent programme.

5.45 p.m.—In the Time of Roses.

6.15 p.m.—Studebaker Champions.

6.45 p.m.—Sunday at Seth Parker's.

7.15 p.m.—Hotel St. Francis Salon Orchestra.

8.00 p.m.—Enna Jettick Melodies.

8.15 p.m.—The Entertainers.

8.30 p.m.—Gunnar Johansen, pianist.

9.00 p.m.—Borden programme.

9.30 p.m.—The Reader's Guide.

10.00 p.m.—Concert Jewels.

11.00 p.m.—The Blue Boys.

KJR, Seattle, Wash. (309.1m; 970k)

8.00 a.m.—Musical programme.

9.00 a.m.—"Joe Comic," reading the funny papers with Al Schuss.

10.00 a.m.—String orchestra.

12.00 noon—Classical programme.

3.00 p.m.—Emmanuel Tabernacle.

3.30 p.m.—Music a la carte.

4.00 p.m.—Lyric Trio.

5.00 p.m.—Songs of Today.

5.30 p.m.—Seattle Cork band concert.

6.00 p.m.—Topics of the Day.

7.00 p.m.—Hometowners orchestra.

8.00 p.m.—Damski's Imperial Grand Orchestra.

9.00 p.m.—Tucker's Everstate Band.

10.00 p.m.—Angelos ensemble.

11.00 p.m.—Tucker's Everstate Band.

KOMO, Seattle, Wash. (325.9m; 920k)

9.00 a.m.—Theatre organ recital.

10.00 a.m.—International Bible Students' Association.

11.00 a.m.—Vocal recital.

11.15 a.m.—Plymouth Congregational Church.

12.15 to 4.15 p.m.—NBC.

4.15 p.m.—Vocal ensemble.

4.30 to 7.15 p.m.—NBC.

7.15 p.m.—Garden Patch.

7.45 p.m.—Concert trio.

8.00 p.m.—First Church of Christ, Scientist.

9.00 to 11.00 p.m.—NBC.

KOL, Seattle, Wash. (236.1m; 1270k)

5.00 to 6.00 p.m.—CBS.

10.00 to 11.00 p.m.—Val Valente.

11.00 p.m. to 12.00 midnight—Organ recital.

KGW, Portland, Ore. (483.6m; 620k)

8.00 a.m.—Organ recital.

9.00 a.m.—American Legion programme.

10.00 a.m.—International Bible Students.

11.00 a.m. to 9.30 p.m.—NBC.

9.00 p.m.—Lotus Isle broadcast.

10.00 p.m.—Little Symphony Hour.

11.00 p.m.—Organ recital.

Monday's Programme

CFCT, Victoria, B.C. (475.9m; 630k)

9.00 a.m.—Morning market trends.

3.00 p.m.—Closing market quotations.

3.15 p.m.—Presenting the "Sunset Hour."

7.15 p.m.—"What's Doing in Town"; Garden Bulletin, weather report, forecast and forest fire summary; West Coast Information Service, time signal.

7.30 p.m.—Thirty-minute programme.

CJOR, Vancouver

7.00 to 7.45 a.m.—Musical programme.

7.45 to 9.00 a.m.—Henbury Wood & Coal programme and Loris time.

9.00 to 9.30 a.m.—X-Cell Batteries programme.

9.30 to 9.45 a.m.—Sun Ray Clinic programme.

8.45 to 9.00 a.m.—Request programme.

9.30 to 9.45 a.m.—Garvin's Ice & Coal programme.

9.45 to 10.15 a.m.—Musical programme.

10.15 to 10.30 a.m.—Opening prices on Vancouver Stock Exchange.

10.00 to 11.00 a.m.—Musical programme.

11.00 to 11.45 a.m.—Ward programme.

11.45 to 12.00 a.m.—Musical programme and Loris time.

1.00 to 1.15 p.m.—Southard Motors programme.

1.15 to 1.30 p.m.—Music.

1.30 to 2.00 p.m.—Dominion Theatre programme and Loris time.

2.00 to 2.30 p.m.—Painless Parker programme.

2.30 to 4.00 p.m.—Musical programme and theatre announcements, Loris time.

4.00 to 4.15 p.m.—Leigh & Cuthbertson programme.

4.15 to 4.30 p.m.—Southard Motors programme.

4.30 to 4.45 p.m.—Winifred's programme.

5.45 to 6.00 p.m.—Phoenix Oil Burner programme and Loris time.

6.00 to 6.15 p.m.—Music.

6.15 to 6.30 p.m.—Vancouver Stock Exchange quotations.

6.30 to 6.45 p.m.—B.C. Broadcasting Bureau.

6.45 to 7.00 p.m.—Hedlund's programme and Loris time.

7.00 to 7.15 p.m.—Cecil and Sally.

7.15 to 7.30 p.m.—Music.

7.30 to 7.45 p.m.—Laddie Watkis in a musical programme.

7.45 to 8.00 p.m.—Maggie Murphy's Home and Loris time.

8.00 to 12.00 p.m.—Studio programme and Loris time.

CKWX, Vancouver

8.00 to 8.33 a.m.—Programme for C. Sparks.

10.00 to 11.00 a.m.—Organ recital by Ivy Evans from Orpheum Theatre.

11.00 to 12.00 p.m.—Musical programme.

4.30 to 5.00 p.m.—Canadian Eveready hour.

5.00 to 5.10 p.m.—Slogan contest.

5.15 to 5.30 p.m.—Children's programme, Uncle Jerry.

6.00 to 6.03 p.m.—Announcements; music and time signal.

6.00 to 6.45 p.m.—Studio programme.

6.45 to 7.15 p.m.—British-Israel radio lecture by Mr. Percy Ming.

7.15 to 7.30 p.m.—Studio programme.

7.30 p.m.—Longine's observatory time.

National Broadcasting Company

10.10 to 10.30 a.m.—Josephine Gibson, food talk.

10.30 to 11.30 a.m.—Woman's Magazine of the Air; the Magazine Melodists.

11.30 to 12.00 noon—N.B.C. Philharmonic organ recital.

12.00 to 1.00 p.m.—Denver Municipal Band.

1.00 to 2.00 p.m.—The Blue Boys.

2.00 to 2.30 p.m.—Mormon Tabernacle Choir and organ.

2.30 to 3.15 p.m.—Matinee time.

3.30 to 4.00 p.m.—Phil Cook, the Quaker Man.

3.45 to 4.00 p.m.—Roxy and His Gang.

4.00 to 4.30 p.m.—A Half Hour in the Nation's Capital.

4.30 to 5.00 p.m.—Crime prevention programme.

5.00 to 5.30 p.m.—Maytag orchestra.

5.30 to 6.00 p.m.—General Motors Family Party.

6.00 to 6.30 p.m.—Stromberg-Carlson programme.

6.30 to 7.00 p.m.—Piano capers.

7.00 to 7.30 p.m.—Governor Young campaign programme.

7.30 to 7.45 p.m.—Amos 'n' Andy.

7.45 to 8.00 p.m.—Senator Tobbs campaign programme.

7.45 to 8.00 p.m.—John and Ned.

8.00 to 9.00 p.m.—Rudy Sieger's Shell Symphonists; Cotton Blossom Minstrels.

9.00 to 9.30 p.m.—Pacific Serenaders.

9.30 to 10.00 p.m.—House of Myths.

10.00 to 10.30 p.m.—Harp harmony.

10.30 to 10.45 p.m.—Yir Frien' Scotty.

10.45 to 11 p.m.—Hot Spot of Radio.

11.00 to 12.00 p.m.—Laughner-Harris Hotel St. Francis dance orchestra.

KJR, Seattle, Wash. (309.1m., 970k.)

7.00 a.m.—Music; news.

8.30 a.m.—Thrift Hour of the Air.

9.00 a.m.—Devotional services.

9.40 a.m.—Sally Jo Walker and Grant Merrill.

10.00 a.m.—Hourt Monaco, tenor; Marjorie Robillard, piano.

12.15 p.m.—Beauty talk.

12 noon—World in review.

2.00 p.m.—Arcwald Entertainers.

3.15 p.m.—Stonewall Jackson, guitar.

5.15 p.m.—Baron Keyes' Air Castles.

5.00 p.m.—Market reports; [illegible].

6.30 p.m.—Horsera Corners.

6.30 p.m.—Hometowners' orchestra.

7.00 p.m.—Helaine Twins.

7.30 p.m.—Dream Melodies.

8.00 p.m.—Whirlwinds orchestra.

9.00 p.m.—Damski's Neopolitans.

10.00 p.m.—Ken Stuart's Sunshine programme.

10.30 p.m.—Lyric Trio.

11.00 p.m.—Vic Meyers' Club Victor orchestra.

12.00 midnight—Midnight Revelers.

KOMO, Seattle, Wash. (325.9m., 920k.)

6.55 a.m.—Inspirational service.

7.00 a.m.—Organ recital.

8.00 a.m.—Shell Happytime.

9.00 a.m.—Charm of Old Spain.

9.15 a.m.—Helpful hints.

9.30 a.m.—Radio Ramblings.

10.30 a.m.—War in a Man's Heart.

11.30 a.m.—Concert orchestra.

12.00 noon—Farm talk.

12.15 p.m.—Prudence Penny.

12.30 p.m.—Popular orchestra and vocalists.

1.15 p.m.—The Teacup Philosopher.

2.00 p.m.—Popular orchestra and vocalists.

3.00 p.m.—Concert orchestra and vocalists.

3.45 p.m.—Stock quotations.

4.45 p.m.—Stock quotations.

7.00 p.m.—Garden Patch.

7.45 p.m.—Mixed Trio.

10.45 p.m.—Nana Seshes.

12.03 to 12.33 a.m.—Fox Fifth Avenue Theatre organ.

KOL, Seattle, Wash. (236.1m., 1270k.)

11.00 to 12.00 noon—The Carnival Hour.

12.00 to 12.30 p.m.—The Merrymakers.

12.30 to 1.00 p.m.—The Aztecs.

1.00 to 1.45 p.m.—Dancing by the sea from Atlantic City.

1.45 to 2.00 p.m.—Recordings.

2.00 to 3.00 p.m.—Happy Go Lucky Hour.

3.00 to 3.30 p.m.—Current events.

3.45 to 4.00 p.m.—Bernhard Levitow's orchestra.

4.00 to 4.30 p.m.—Burbig's Syncopated History.

4.30 to 4.45 p.m.—U.S. Navy Band.

4.45 to 5.00 p.m.—Times news flashes.

5.00 to 5.45 p.m.—Service period.

5.45 to 6.00 p.m.—Studio programme.

6.00 to 6.30 p.m.—Guy Lombardo's orchestra.

6.30 to 7.00 p.m.—Jesse Crawford, organist.

7.00 to 7.30 p.m.—Dancing by the sea.

7.30 to 8.00 p.m.—Ted Fiorito's orchestra.

8.00 to 8.30 p.m.—Paul Tremaine's orchestra.

8.30 to 9.00 p.m.—Washington Hometowners.

9.00 to 10.00 p.m.—Blue Monday Jamboree.

10.00 to 11.00 p.m.—Anson Weeks' orchestra.

11.00 to 12.00 midnight—Earl Burtnett's orchestra.

12.00 to 2.00 a.m.—Requests, recordings.

KVI, Tacoma, Wash. (394.5m., 760k.)

9.30 to 10.30 a.m.—Feminine Fancies.

10.30 to 11.15 a.m.—Recordings.

1.45 to 2.00 p.m.—Recordings.

2.00 to 3.00 p.m.—Happy Go Lucky hour.

3.00 to 3.15 p.m.—Forman, the Man Who Knows.

3.30 to 4.00 p.m.—Recordings.

5.00 to 6.00 p.m.—Toscha Seidel and orchestra.

6.00 to 6.30 p.m.—C & G. programme.

8.00 to 8.30 p.m.—Paul Tremaine's orchestra.

8.30 to 9.00 p.m.—Washington Home Towners.

9.00 to 10.00 p.m.—Blue Monday Jamboree.

10.00 to 11.00 p.m.—Anson Weeks' orchestra.

12.00 to 1.00 a.m.—Organ recital.

KGW, Portland, Ore. (483.6m., 620k.)

6.45 a.m.—Organ recital.

8.00 a.m.—Shell Happy Time.

9.00 a.m.—Town Crier.

11.30 a.m.—Musical Masterworks.

12.00 noon—Powers' Pied Piper.

12.30 p.m.—Columbia Book Teller.

12.45 p.m.—Denver Municipal Band.

1.45 p.m.—Julie Sayes, organ recital.

3.15 p.m.—Masterworks.

5.00 p.m.—Palace Laundry Tea Timers.

7.00 p.m.—S. & Georgians programme.

8.00 p.m.—Cecil and Sally.

9.15 p.m.—Studio programme.

10.00 p.m.—Ben Bollins's Boys.

11.00 to 12.00 midnight—KGW dance band.

Plays Fifteen Concerts

SAM Herman, NBC xylophonist, who is heard in fifteen different programmes a week, is shown practicing a new xylophone solo high above the sidewalks of New York in his 76th Street penthouse. Mrs. Herman, his bride of six months, is shown in the foreground of the picture, which was taken a short while ago.

ANN LEAF LEAVES FOR VACATION TODAY

When Ann Leaf, Columbia's tiny and talented concert organist, goes on her vacation today, her sister, Esther, will present Ann's regular programme, "Ann Leaf at the Organ" and "Nocture" over WABC and the Columbia Broadcasting network.

Miss Esther has had an interesting career as an organist, first appearing throughout the West with her sister in duet recitals. Her WABC engagement, however, will be her debut on the radio. She is a brunette and designs all of her own dresses.

NOVEL CONCERT IS FEATURE OF BARNSTORMERS

Will Make Musical European Tour on Wednesday Evening

EILEEN BENNETT WILL BE SOLOIST ON TOUR

Quite a novel and unique programme is planned for CFCT at 8 o'clock next Wednesday evening, when the "Barnstormers" will be the hosts to CFCT's audience. "A Sixty-Minute Tour of Europe" will be presented, and will be enjoyed by many followers of this popular group of musicians.

Leaving Victoria, they will first travel "Across the Rockies," and then will find themselves "On the Road to Dublin Bay." Following that they will be "In Sunny Spain." From Spain their travels will carry them to France and "The Parade of the Wooden Soldiers." In France they will hear the call, "Come Over to Dover," after which they will be in Germany, "Just for One Night." The Barnstormers will then yield to the lure of Switzerland, particularly of "Lovely Lucerne." The land of the Eternal City will beckon to them with "The Rose of Sunny Italy," after which, according to their itinerary, they are to delve into the mysteries of Oriental Turkey and "Constantinople." Then they will journey home on "The Love Ship," eventually arriving, a tired but happy group of "Merrymakers."

Eileen Bennett, soloist with the "Barnstormers," will also be heard during the hour's presentation, contributing solos that will assist the orchestra on its "Sixty-Minute Tour of Europe."

CFCT's weekly radiotorial, "Putting the World on Wheels," at 7:25, and a thirty-minute programme at 7:30, will precede the Barnstormers' presentation from the main studio.

CHURCH SERVICE AND MUSICAL PROGRAMME OVER CFCT TONIGHT

The regular Sunday evening concert of fine music will be offered for the approval of listeners at 7 o'clock this evening, preceding the Victoria City Temple studio church service. G. E. Grist will deliver Dr. Davies' sermon on "Ecco Homo." Elaine Luker, soprano, will sing "I Heard the Voice of Jesus Say," and the Quartette Choir will render Gounod's "Glory to Thee, My God, This Night." G. A. A. Hebden will conduct the service over CFCT.

Newsy Bits From Radioland

Radio drama, which is becoming increasingly important in the United States, has only begun in France. The first play ever written for the air in France was recently broadcast by the Compagnie Francaise de Radiophonie. The author was Tristan Bernard, one of the leading contemporary French playwrights, and the work was called "Le Narcotique."

Maxine, the daughter of Grace Towne, NBC Artists Service booking agent, was married last month in New York to Jack Brinkley. Brinkley, who formerly was an announcer at the NBC studios in New York, now is with WTIC at Hartford, Connecticut.

Brad Browne, chief of Columbia Nit Wits, was at his own wit's end not long ago when Lucille Black informed him that she was about to depart for her vacation. Brad's state of mind was entirely justified, for Lucille, who throws aside the duties of accompanist to assume the role of Madame Mocha de Polka, is an important member of the Nit Wits ensemble. She contributes an inimitable high-pitched laugh with which she often interrupts the programme along with "It's a nice day, ain't it, Mr. Browne?" Brad knew this laugh could not be counterfeited by a substitute, as that had been previously attempted. He finally solved the problem by having Madame de Polka record her laugh on a phonograph record. This record was used on the Nit Wits' programme. When Lucille tuned in at her Schroon Lake camp she heard herself say, "Hello, Mr. Browne (cackle). It's a nice day, ain't it, Mr. Browne?"

In comparing last year's prices of radio sets with this year's a large reduction was shown, according to recent reports issued. The average sale price of the Victor radio in 1929 was $115, while this year it is $97.75, a reduction of $17.25. The Atwater Kent was $89.75 last year, being reduced by $10 this year, making the price $79.75.

Don Ball, announcer of the Columbia System, has turned song writer. His first composition, "Make Up Your Mind to Banish Your Cares," was presented to the radio audience recently by Bert Lown and his orchestra, broadcasting over the CBS network from the Biltmore Hotel. "Make Up Your Mind" is an ultrarhythmic melody.

In case there is any doubt that the field of radio orchestra leaders is limited only to members of the male sex, there is the case of Florence Richardson, who wields the baton over an ensemble composed entirely of men. Miss Richardson has recently signed a long-term contract with Artists Services Bureau of the NBC network.

International Meeting Of Radio Engineers to Open at Toronto Monday

Convention Will Include Exhibition of Parts Used for Manufacturing

The communication world is focusing its eyes upon Toronto, where the first international convention of the Institute of Radio Engineers will convene from August 18 to 21, inclusive. Dr. Lee de Forest, president of the institute, announces today that the committee handling the arrangements for the convention had completed its work. Many interesting papers will be presented on various phases of this most fascinating art, radio communication, which will cover developments, problems, and some of the solutions reached by radio engineers in various laboratories.

PAPERS TO BE READ

On Monday, I. J. Kaar, General Electric Co., and C. J. Burnside, Westinghouse Electric & Manufacturing Co., will read a paper on developments in high power broadcast transmitters. The matter of high power for broadcast stations has been a controversial subject before the commission for some time, and it is with interest that the convention will hear this paper. Dr. R. W. Boyle, of the National Research Laboratory, Ottawa, will lecture on "Ultra-Sonics." G. B. Hanson, of the National Broadcasting Co., will present a paper on "Design Acoustics of Broadcast Studios." R. W. Armstrong, of Westinghouse, is scheduled to speak on "Polyphase Rectification Special Connections." Dr. A. N. Goldsmith, vice-president and chief engineer of RCA Photophone, will give a paper on "Sound Recording and Reproduction for Sound Motion Pictures." A. Ringel, of the same organization, will present a paper on "Efficiency of Loud Speakers."

TUESDAY SESSION

G. W. Kenrick and R. A. de Mars, of Tufts College, and G. W. Pickard, Wireless Specialty Apparatus Co., will read a paper on their investigations of radio transmission phenomena. Other noteworthy engineers contributing papers are B. deF. Bayly, University of Toronto; Keith Henney, Electronics Magazine; R. M. Page and W. F. Curtis, of the Naval Research Laboratory; G. C. Southworth, American Telephone & Telegraph Co.; a very interesting paper on aviation communication by J. S. Richardson, of the Northern Electric Co.; Ross Gunn, Naval Research Laboratory; J. D. Miner, Westinghouse Electric Co.; and H. C. Roters and H. L. Paulding, Stevens Institute of Technology. A very important session of the convention will be a symposium on international communications by Colonel A. G. Lee, of the British General Post-office staff, who is also vice-president of the institute; Lloyd Espenschied, of American Telephone & Telegraph Co., and W. Wilson, of the Bell Laboratories; A. A. Isbell, R.C.A. Communications; Hobart Mason, Western Union Telegraph Co.; and H. H. Buttner, of the International Telephone & Telegraph Co. This will complete the Tuesday session.

On Wednesday, papers will be presented by W. D. Loughlin, Radio Frequency Laboratories; W. A. MacDonald and H. A. Wheeler, Hazeltine Service Corporation; and K. L. Scott, Western Electric Co. The engineering division of the Radio Manufacturers' Association has been invited to participate in the activities of the convention. An exhibition of radio parts used in the manufacture of radio receivers and transmitters will be on display on the mezzanine floor of the King Edward Hotel, which is the convention headquarters.

Recreation will be provided in the nature of numerous inspection trips to various radio stations, plants and other points of interest.

MAX DOLIN TO BE HEARD OVER KOMO

Will Be Heard This Evening at 7 o'clock on Monday Afternoon, and Last Time on Tuesday

Radio listeners of the Pacific Northwest are promised a real feast of music during the next few days when on three occasions KOMO will "cut in" to the Fox Fifth Avenue Theatre to broadcast programmes by Max Dolin's Fifty-Piece Symphony Orchestra.

This Sunday evening's period will be from 7 to 7.30 o'clock. Afternoon listeners of KOMO will enjoy a typical Max Dolin programme between 4:30 and 5 o'clock on Monday, August 18. On Tuesday, August 19, the largest theatre orchestra ever assembled in Seattle will be heard for the last time.

Max Dolin is well known to radio listeners as the former director of the National Broadcasting Company. During the many years he was in charge of chain broadcasts he wielded the baton before such organizations as the Standard Symphony Orchestra, the Peerless Kylectroneers, Pacific Vagabonds and the Pacific Little Symphony.

Max Dolin is unusual among conductors in that he is as much at home in front of a dance combination as in front of a symphony orchestra. Max Dolin is probably best known, however, as a violinist and has the largest following of any violinist on the Pacific Coast.

The series of programmes to be broadcast over KOMO will include novelties and symphonic arrangement of popular tunes as well as classics.

WIDE VARIETY OVER AIR FOR KJR LISTENERS

Organ Concert to Be Broadcast on Monday Evening by Ditmars

KEN STUART TO START VACATIONS TOMORROW

Playing a variety programme, Ivan Ditmars will go on the air over KJR with an organ concert Monday evening from 10:30 to 11 o'clock. Ditmars will lose his studio companion, Ken Stuart, during this period. The "Thirty Minutes of Sunshine" programme, usually heard during this interval, will not be on the air, as Stuart begins his vacation Monday.

Ditmars has arranged a schedule of popular numbers, a negro spiritual and a light classical selection. The programme will be played on the new Estey organ in the KJR studios. Listeners will hear "Give Yourself a Pat on the Back," "Harmonica Harry," "I Don't Need Atmosphere," "In My Little Hope Chest," "Sing, You Sinners," "Hangin' on the Garden Gate," "To a Wild Rose," by McDowell, and "Swing Low, Sweet Chariot."

Gold and silver, always the will o' the wisp for mankind, also attracts musicians. To prove it, the Concert Ensemble of the Northwest Broadcasting System will play "Gold and Silver," a light classic, tomorrow evening from 9:30 to 10 o'clock. Two compositions by Bendix will also be featured. They are "The Butterfly" and "Sweet Jasmine."

Popular music isn't being overlooked in the KJR schedule for Monday evening. The Harmony Aces will strum a programme of current dance tunes. The Aces will be assisted by a group of Northwest Broadcasting System artists, the programme going on the air from 8 to 9 o'clock. The Whirlwinds Orchestra at 10:30, and Vic Meyers' Orchestra at 11 furnish KJR listeners with late evening popular programmes.

Piano Duos Heard on KGO Programmes

Unique among the programmes broadcast through the NBC's Pacific network is that presented each week by Phyllida Ashley and Aileen Fealy, recognized pianists, who offer a striking two-piano performance. Popular piano duos are not unusual among radio performers, but the Misses Ashley and Fealy offer only classical interpretations, and every selection is played from memory. The work of the two talented Western artists is known to thousands who follow the National Broadcasting Company network programmes. Station KGO, at San Francisco and Oakland, billed the Misses Ashley and Fealy first, and they were signed by the NBC last year. They rode to fame promptly.

CHARLES JENNINGS ARRIVES AT BANFF

Well-Known Radio Announcer Will Bring CPR Broadcast to Public on Monday and Tuesday

BANFF SPRINGS HOTEL, Alta., Aug. 16.—Charles Jennings, the radio announcer who on ten minutes' notice flew from Toronto to Montreal to announce to the radio fans of this continent the arrival of the R-100, and who in announcing the running broadcast of the events leading up to the actual mooring was on the air for fourteen consecutive hours, has arrived at the Banff Springs Hotel to announce for the balance of the season. He will announce the Monday and Tuesday evening programmes and the C.P.R. hour of cheerful good music that is being broadcast over the national hookup each Friday evening.

Mr. Jennings is probably the best-known radio announcer on the North American continent. He was heard during the past season in connection with the Imperial Oil Symphony concerts and has been associated with C.P.R. broadcasting since its beginning over COOW and CPRY.

World Hymn-Book Is Proposed for All the Churches

Hymnary of Recent Religious Congresses Seen as Precursor of Universal Hymnody—Toronto Divine Urges Early Revision of Hymn-Book of Church of England in Canada

Blake's "Jerusalem" in New Hymnary

A WORLD hymn-book is proposed in a recent number of Die Christliche Welt (The Christian World), a European journal.

In such a hymnary tunes and words would be rendered as uniform as possible. The writer cites as one of the efforts already made in this direction the hymn-book used at the Stockholm Conference on Life and Work in 1925 and the Lausanne Conference on Faith and Order in 1927, both of which were representative of almost all of the Christian communions and of many different languages.

This collection is called "Communio" and contains Swedish, German, French and English hymns in large proportion, but, according to the writer, Dutch and Italian hymnologies are not adequately represented. Other collections designed for use in many countries are those of the World Students' Christian Federation, "Cantate Domino," and Laudemus," compiled by the Y.M.C.A. movement. These three tentative hymnaries are signs, the writer thinks, of the first stages of a great and interesting movement toward Christian unification and suggests the advisability of setting in operation the work of compiling a universal hymn book before another world congress, similar to those of Stockholme and Lausanne, adjourned.

As illustrating the unity that was expressed at the Lausanne Conference in choral worship the correspondent of The Boston Congregationalist, after giving a list of the many religious bodies and the more than twenty nationalities represented at the opening service in the Cathedral of Notre Dame, went on to say: "They were one when they sang:

"O God of gracious tenderness,
At thy feet we sinners gather,
All thy great and wondrous love,
We shall through life adore."

"They were one as they stood and repeated the Apostles' Creed, every member of the vast congregation reciting it in his own language. They were one when they engaged in silent prayer. They were one when they repeated the "Lord's Prayer," each in his own tongue."

UNITED CHURCH HYMNARY

ration of which was put into the The new hymn book of the United Church of Canada, the principal hands of a committee by the General Council four years ago, will be used, it is expected, at the coming meeting of the Council in September at London, Ontario. One of the ideals followed in its preparation is stated thus by a member of the committee writing in The New Outlook: "It must unite the distinctive strains of three communions each one which has had its own distinctive emphasis in hymnody. The staidness of the psalmody of Scotland, the buoyancy of the spirit of the Wesleys, and the fine lyrical qualities with which Congregational hymnody abounds must be preserved in the new book. It must be such, too, as to continue the traditions of widely separated and truly different sections of the country."

A large number of carols are included, one of which is the composition of a United Church minister, Rev. J. S. Cook, beginning:

"Gentle Mary laid her Child
Lowly in a manger."

Another distinctive feature is the recognition that travel by air is rapidly becoming a commonplace of life. Both of the hymns for airmen are from the pens of Canadians, that by Dr. Richard Roberts, of Toronto, having for its first verse:

"For them whose ways are in the height
Lord hear our anxious prayer!
Keep Thou them in the hour of flight
In Thine unsleeping care;
Their Pilot be by day, by night,
Through the uncharted air."

This hymnary will include William Blake's "Jerusalem."

ANGLICANS URGE REVISION

Adducing the example of the United Church, Dr. C. V. Pilcher, of Wycliffe College, Toronto, writes in a recent issue of The Canadian Churchman in support of a resolution of the Toronto Anglican Synod, which calls upon the General Synod of the Church of England in Canada to authorize the revision of the present hymn book. Dr. Pilcher refers to the new ideals of church music in England as expressed in the report of the commission appointed by the two Archbishops. The hymn book of the later Victorian age is described as largely sentimental, introspective, individualistic. "The present movement is away from the weak to the strong, the individualistic to the corporate, from the prayer of the one to the aspirations of the church."

The newer compilers, states Dr. Pilcher, are dispensing with the tunes of such composers as Dykes, Barnby and Stainer, which he characterizes as having a "taste which is distinctly sugary," and those of musicians like Vaughan Williams and Villiers Stanford, with also the introduction of the treasures of church history, as the Latin plain chant, the Lutheran chorale, and the Geneva psalm tune.

COMEDY BILLED FOR WEDNESDAY OVER KGO

"The Son-in-Law of M. Poirier" Will Be Presented by the Radio Guild Players

Barrel H. Clark's translation of the four-act comedy, "The Son-in-Law of M. Poirier," by E. Augier and V. Sandeau, has been selected by the Radio Guild Players for presentation over KGO Wednesday at 12 o'clock noon. (P.S.T.).

The Marquis of Presle has married Mademoiselle Poirier for her money. His father-in-law, who aspires to the peerage, lavishes luxury upon the Marquis, pays off his creditors, gives him the run of the house, but to no avail.

The Marquis merely accepts everything as his due, and makes fun of the old man. Poirier eventually rebels and in a fit of anger, breaks the seal of a letter addressed to the Marquis.

At a time when there seems to be no possibility of it, the reconciliations are numerous. The Marquis becomes genuinely contrite and regains his wife's love.

A sample of the television receivers, 1,000 of which are now being regularly used in and around London, has just been received in New York. Baird, the inventor, is building a short-wave television station on the English coast, with which he hopes to "look" across the Atlantic.

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. . married ten years, has hands lovely as a Bride's

1920

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"My secret is Lux in the Dishpan," this charming wife says

"I HAVE been married more than ten years, and have done all my own work, yet my hands look as nice as they did on my wedding day, thanks to Lux," writes Mrs. Harold W. Simmonds.

Modern young homemakers themselves discovered this secret of keeping hands delicately white and smooth—femininely appealing. They first noticed how nice their hands looked after washing their fine things in Lux . . . then began using Lux for dishes, too!

Of nearly 2,000 young wives in 11 large cities, 96 out of every 100 are keeping hands as young and dainty as when they were married, by using Lux. For dishes and the many other soap and water tasks about the house!

They know that ordinary, coarse soaps leave hands red and rough, while Lux suds protect the precious beauty oils of the skin . . . keeping busy hands smooth, white, adorably young looking.

Lux for all your dishes costs less than 1c a day. Lovely, smooth white hands for such a tiny price!

For less than 1c a day—hands like a bride! Lux for dishes marvellously economical beauty care for the hands!

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Burgess Bedtime Stories

Peter Learns More

—By THORNTON W. BURGESS—

Bit by bit is knowledge earned,
And thus the truth is slowly learned.
—Old Mother Nature.

Egret the White Heron was making himself quite at home at the Smiling Pool. It was his first visit there. Peter Rabbit and Jerry Muskrat had seen him arrive and as they watched the great white bird come sailing in in stately fashion on strong broad wings of his, they thought that somehow there must be something wrong with their eyes. That he was a Heron they knew instantly. He couldn't be anything but a Heron. However, neither had ever even heard of an all-white Heron, nor one with such beautiful plumes as they soon discovered Egret carried on his back.

Egret had explained that once upon a time members of his family used to come as far north, but that it was a long time since any of them had ventured quite so far. He had told Peter and Jerry how his family had been destroyed by feather hunters, who wanted those beautiful plumes for women to wear. It was a dreadful story. The mere thought of it made Peter shiver.

"I don't suppose," said Peter at last, "that there is any other member of your family with such beautiful plumes. Never have I seen anything like them. They are the most wonderful feathers that a bird could have."

"I'm glad you like them," replied Egret. "I think myself that they are rather nice. As I told you before, we Egrets have them only at this season. However, you are wrong in thinking that no one else has such beautiful plumes. I have a smaller cousin who is handsomer than I. Yes, sir, I am forced to admit it. I have a cousin who not only has lovelier plumes than mine growing from the back, but also has a beautiful crest on the back of the head. These plumes of mine are straight, but the plumes of my cousin turn upward at the end. I don't mean to be envious, but sometimes when I see that cousin of mine at this time of year it is hard not to have just a little envy."

"If he is your cousin, of course, he is a member of the Heron family," said Peter.

"Not only is he a Heron, but he is an Egret, which shows how closely related he is," replied the big white bird.

"If your name is Egret and his name is Egret, I should think you would be mixed up most of the time," said Peter.

"We are not," replied Egret. "You see, it is this way: I am called just Egret most of the time, while he is called Snowy Egret. That is because sometimes there is a little yellowish tinge to my plumes, but his are always pure white. Some people call me the Great White Egret and they call my cousin the Little White Egret. So you see it is quite simple after all. I am much bigger than he. Besides, I have black legs and feet, while he has black legs with yellow feet. I have a yellow bill, while he has a black bill with just a little yellow at the base. Oh, he is a handsome fellow! His branch of the family suffered even more than mine from those feather hunters. It is a wonder that there is a single Snowy Egret left today."

"I'm glad you like them," replied Egret

"And just to think," spoke up Jerry Muskrat, "we didn't even know that there was such a thing as a white member of the Heron family. Had any one told me that some members of that family dressed all in white, I would have thought that that person didn't know what we talking about."

"We are not the only White Herons," said Egret. "I came up from the South with some young cousins of mine who dressed in white. It wouldn't surprise me to see one or more of them over here, because I parted from them at the mouth of this brook."

(Copyright, 1930, T. W. Burgess)

The next story: "A Misleading Name."

Charles G. Norris Will Give Review Of Book Over NBC

Charles G. Norris will make an appearance before the N.B.C. microphone at 8.30 o'clock (P.S.T.) tonight, in conjunction with the bakery review of his latest book, "Seed."

Norris is the author of famous novels, including "Brass" and "Bread." Frank Norris, author of "McTeague," is his brother and the equally noted writer, Kathleen Norris, is his wife.

"Seed" just came out Friday. It is a sensational novel of birth control and like the rest of the Norris books, is carried a one-syllable title.

This programme will be heard over N.B.C. stations KGO, San Francisco and Oakland; KOMO, Seattle, and KOA, Denver.

Newspapers of Scotland are printing Scotch jokes.

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Neuralgia — Neuritis

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THE next time a headache makes you stay at home—or the time of month has brought on pains which threaten to prevent your keeping some engagement—remember Aspirin. Give these tablets a trial, and you'll be grateful for their comfort. There are so many aches and pains they relieve promptly. There is never the slightest harm in their use. Genuine Aspirin can't hurt you! Doctors will tell you it does not depress the heart. The experience of millions of men and women speaks for its worth. So don't suffer needlessly. Aspirin tablets will check your cold, relieve a headache or neuralgic pains so easily! Buy the 100-tablet bottle and save money.

BAYER ASPIRIN TRADE MARK REG.

Restoration of Old Church in Saanich Of Wide Interest

St. Stephen's, Mount Newton, Has Romantic History, With Atmosphere of Old Crown Colony Days —Churchyard Conveys Suggestion of Old World "God's Acre"

Ready Response to Appeal Expected

By JOHN HOSIE

THE movement for the restoration of the old church of St. Stephen's, Mount Newton, should command itself to the sympathetic consideration of all Vancouver Island residents. I am sure that the beautifully worded appeal issued by the vicar, Rev. J. S. Archibald Bastin, will meet with the hearty response that it deserves. Mr. Bastin recites something of the romantic history of the quaint, historic and noteworthy little church and parish of which he has the honor to be vicar, and which he has so faithfully served.

There is a new and gratifying attitude on the part of British Columbians nowadays in respect to the fast vanishing memorials of the past. This is evident throughout the whole province where, through the instrumentality of various historical associations and public and private bodies, efforts are being made to mark historic sites and preserve, where possible, buildings having historic associations. A concrete case is that of the removal, at the present moment, of the first store on the Hastings Mills site which, through the efforts of the people of Vancouver, is being removed several miles away to be preserved for all time in a new setting. Elsewhere, also, old fabrics are being reconditioned, and tablets recording their history erected.

HALLOWED MEMORIES

Last Summer the writer had the privilege of visiting the old church at Barkerville, built in the year 1869 by Rev. James Reynard. Reynard, after noble service as a frontier priest in the Cariboo, later served at St. Stephen's, Saanich. The little church in Barkerville which, in ecclesiastical form, is very attractive, is so hallowed with memories and has connection with so many remarkable characters, that it occupies a unique place in the hearts of a great number of old-timers and other people. A successful movement was launched by the Bishop of Cariboo recently for the restoration of the church, and I understand that the entire sum asked for was quickly subscribed. Like St. Stephen's, Saanich, this little church was well worth restoring. They builded well in the early days, putting the very best of materials and workmanship into the structure. Obviously, both at Barkerville and in Saanich it was no hurried slap-dash job. People from the Old Land often marvel at the veneration shown here for mere wooden buildings, forgetting that when it comes to memories there is no difference as between wood and stone. Many a simple unpretentious wooden church in British Columbia occupies as important a place in the hearts and affections of people as do the stately cathedrals and churches in older lands.

Let us support Mr. Bastin and his parishioners in their effort to recondition the church of St. Stephen's. The sum asked for, namely, $1,000, is not much. The building itself is in wonderfully good condition, but it is not surprising that after sixty-eight years the building should begin to show signs of failing. The foundations are going, the walls bulging. This little church, like a shrine by the wayside on the beautiful West Saanich Road, situated in a lovely pastoral vale, never fails to interest the passer-by. Many a tourist, we know, stops to look at the little church and to make inquiries as to its history.

REVERENCE THE PAST

Perhaps we who live here show less interest than the casual visitor. At the same time, I am quite sure that generally speaking the average resident of Vancouver Island, who has any pride in his country, does reverence any memorial of the past such as this, round which cluster so many sacred memories. We have given proof of this sentiment in the reconditioning of the old Craigflower school, which, thanks chiefly to the splendid action of the Native Sons and Native Daughters Posts of British Columbia, is to be preserved for future generations.

It is therefore unthinkable—it would be nothing short of a tragedy—if the little church of St. Stephen's were to be allowed to fall into decay and disuse. Probably more than the amount required for the restoration is spent on theatres in Victoria in one evening. The restoration idea should appeal to many besides Saanich residents, for the church of St. Stephen's belongs to the people of Vancouver Island. It is one of our outstanding historic objects, with a history unequalled by any surviving ecclesiastical building in the whole of British Columbia today, except, possibly the old churches at Hope, Yale and Barkerville. It shares with these the romantic atmosphere of the old Crown Colony days.

Since that June morning in 1862, when the first service was held, up to the present time, many excellent clergymen have preached within its walls and ministered faithfully to the people. St. Stephen's has meant much to the people of South Saanich. The parish is not wealthy, being a typically rural one, hence the appeal by the vicar to all and sundry to contribute towards this most worthy project of placing St. Stephen's, so to speak, on its feet again, and giving it a new lease of life.

HAUNT OF ANCIENT PEACE

The churchyard is one of those interesting places where, on a hot Summer evening, one loves to linger and meditate. It is as unlike the modern cemetery as one could well imagine, being reminiscent of a country churchyard in England with its spreading trees and sacred mounds. Granted that the old familiar tombstones and poetic epitaphs are lacking, it still has a suggestion of an old-world God's acre. It is redolent of the past, a "haunt of ancient peace." In it lies buried a notable personality, Alexander Caulfield Andersen, the first historian of the Pacific Northwest Coast. Mr. Anderson, father of the late James R. Anderson, had a distinguished public career in British Columbia while the mainland territory was known as New Caledonia. He rendered valuable service to successive governments in several capacities, and as a man of much learning and probity. His manuscript history of British Columbia has served as a profitable mine for later historians. It is hoped that some day a proper monument recording Mr. Anderson's true greatness will be erected in the churchyard of St. Stephen's. Here, also, rest from their labors many of Saanich's noted pioneers, former members of St. Stephen's, whose names are inscribed on the roll of Vancouver Island's finest citizens. We could not pay a better tribute to their memory than by responding at once to Mr. Bastin's gently-worded appeal, for, but for the self-sacrificing labors of Saanich's pioneers, St. Stephen's could not possibly have been built.

Let Mr. Bastin take heart of grace, for no appeal is likely to be better supported than his. He has made out a clear case. He is not asking for charity. He is not asking anything for himself. He is not asking anything for the people of his parish. He is merely very courteously asking Victorians, the people of Saanich, and large-hearted British Columbians generally, to come to his assistance, and it is so seldom that we are called upon to dig into our pockets for a purpose such as this, that the response should be instant, and sufficient to meet the emergency that has arisen.

PSYCHOLOGY USED IN WHEAT CAMPAIGN

American Farmers Shown Reasons for Prodacing Wheat on Domestic Basis

WASHINGTON, Aug. 16.—The wheat farmer who reduces his 1931 acreage is going to believe it's his own idea. Largely, it will be his own idea. For when the campaign is over the farmer will have before him a cross-section of every economic reason for bringing American production down to a domestic basis and a startling realization that neither the Farm Board nor the Department of Agriculture has told him to chop off a single acre.

The psychology of the campaign became apparent when the Department released the world wheat outlook for 1931 a month earlier than usual. Showing increased world production and decreased demand, it thundered the warning that only a domestic market held any immediate hope for American wheat.

Before the echo waned in the ears of the Winter wheat farmer, now pointing his plow for the 1931 crop, Secretary Hyde and Chairman Legge were in the heart of the Winter wheat belt—playing their aces at meetings called by State agricultural colleges. At those meetings were all the county agents, who brought with them the "key" men of each neighborhood. Again the subtle strategy of the campaign appeared. The key men were farmers already convinced of necessity of acreage reduction and, who were counted upon to take back to their neighbors the arguments presented at the State meetings.

Wherever the secretary and the chairman spoke, no mention was made of specific reduction. They had their aides—Nils Olsen, chief of the Bureau of agricultural economics, O. C. Stine, in charge of the division of statistical research, and C. W. Warburton, director of extension—place the facts of the wheat outlook before the meetings and contented themselves with calling upon the farmers to plan "intelligent production." Hyde placed responsibility squarely on the farmers' shoulders by saying that the department and the board had prepared the basic facts of world supply and demand, and that it was up to the farmer to determine whether he would produce "another back-breaking surplus."

The change in tactics is depended upon to eliminate some of the sectional opposition to acreage reduction, now most pronounced in Kansas.

For better Hacksaws Look for Red End
The new "RED STREAK" SIMONDS HACK SAWS
ask your dealer
Cut faster, easier, and wear longer. Save time and money.
SIMONDS CANADA SAW CO. LTD. MONTREAL TORONTO SAINT JOHN, N.B. VANCOUVER

Monday Offers Interesting Values

In Home Furnishings, Fabrics and Ready-to-Wear

Extra Large Size

Mirzapore Rugs

At August Sale Prices

Mirzapore Rugs of a very superior quality that will stand the hardest of wear.

1 Mirzapore Rug, 9 ft. 2 in. x 15 ft. Camel ground with border in blue and rose. August Sale Price $125.00

1 Mirzapore Rug, 9 ft. 6 in. x 16 ft. Blue ground with rose border. August Sale Price........ $150.00

1 Mirzapore Rug, 11 ft. 11 in. x 14 ft. 10 in. Gold ground with border in rose and blue. August Sale Price $160.00

1 Mirzapore Rug, 8 ft. 5 in. x 14 ft. 2 in. Blue ground and medallion centre in camel and rose. August Sale Price $110.00

—Carpets, 2nd Floor

Sunfast Curtain Net

50 Inches Wide. On Sale Monday, a Yard 98c

These Curtain Nets are of an extra fine quality filet net. Fast dyes in good shades of mauve, rose, gold, blue and green. August Sale Price, a yard........ 98¢

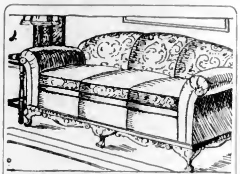
—Draperies, 2nd Floor

Pabco Standard Rugs

On Sale Monday at $5.00

Hard-Surface Felt-Base Rugs, 7 ft. 6 in. x 9 ft. and 9 x 9 ft., in beautiful designs. Finished with a splendid varnish finish. Special August Sale Price, each $5.00

—Linoleum, 2nd Floor



Chesterfield Suites

Three-Piece Chesterfield Suite covered with rose-shade floral-patterned material. Reversible cushion seats. Price $185.00

Light Tapestry Chesterfield Suite with black piping to outline. Spring roll arms, spring edge, deep seats and high backs, reversible cushion seats. Priced at $199.00

De Luxe Upholstered Chesterfield Suite in taupe mohair with serpentine fronts and show wood frame, reversible spring-filled cushions. Arm chair and occasional chair in solid walnut frame to match. August Sale Price........ $299.00

—Furniture, 2nd Floor

Ladies' Home Journal Pattern No. 6371

MISS SIX-TO-FOURTEEN copies smart fashion points from the grown-ups when she wears this frock with inset circular side sections, with or without the shoulder capes.

The sleeveless frock is ideal for fresh cotton prints, or for printed silks in gay little floral designs or smart pin dots. Size 8 requires 2¼ yards 39-inch material for this sleeveless style.

The long-sleeved dress may have a youthful lingerie collar, and requires for size 8, 2¼ yards 35-inch material with ⅜ yards 32-inch contrasting.

6371 6371

New Models in Formfit Girdles

A Side-Hook Girdle is fashioned from peach satin with elastic insets. This model features the long back, and has two soft bones in front. Price, $3.50

A Side-Hook Girdle of strong brocade and knitted elastic, made long over the hips and well boned, for the full figure. Price........ $4.95

Another side-hook model is of peach silk batiste with panels of knitted elastic in sides and front. Low top and very long hip. Lightly boned. Price........ $7.50

—Corsets, 1st Floor

Silks and Wash Goods

On Sale Monday

36-Inch Fancy Rayon Silk in attractive patterns and colorings. A yard .... 69¢

36-Inch Miragene, a novelty rayon silk in checks and stripes. A yard .... 35¢

36-Inch Novelty Silk in new designs and choice colorings. Yard, $1.98

29-Inch Kimono Silk in novelty and striking designs. A yard........ 98¢

36-Inch Figured Lawn in neat patterns and fast colors. A yard... $1.00

Fancy Voiles in many designs and colors. A yard, 20¢, 39¢, 59¢, 69¢ and .... 98¢

English Printed Broadcloths, Peter Pan Prints and Fancy Ratines. Grouped at, a yard, 59¢

Printed Rayons and Lawns, a yard........ 49¢

Figured Foulard and Percale, a yard........ 20¢

Spotted Muslins in white and plain colors. A yard .... 75¢

Figured Crepe, 36 inches wide. Values to 50c a yard, for .... 20¢

—Silks and Wash Goods, Main Floor

Dining-Room Suites

On Sale Monday

$115.00 and $149.00

8-Piece Walnut-Veneered Suite. Handsome buffet, 6-foot extension table, 5 small chairs and 1 arm chair, with panel backs. A suite $115.00

8-Piece Dining-Room Suite, in Spanish motif, combination walnut with buff walnut veneer tops and fronts. Buffet, set of chairs and extension table. August Sale Price $149.00

—Furniture, 2nd Floor

New Autumn Tweeds Suitings and Coatings

All the latest effects in tweeds, suitings and coatings in various shades of fawn, brown and grey. Attractive weaves and designs and a fine smooth finish. A yard

$2.98

An excellent range of Medium-Weight Basket Weaves in fancy effects in fawn, brown, grey, green and blue. Moderately priced at, a yard

$2.98

—Dress Goods, Main Floor

Smart Pyjamas

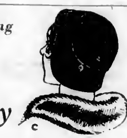
In Vagabond or Tuck-In Styles

Women's Pyjamas of lovely quality figured rayon combined with plain-color rayon. In beige, green or red. Priced at, a pair........ $2.95

—Whitewear, 1st Floor

Early Showing of

Fall Millinery



Fashion decrees velvet for Fall, and we are showing a full line of Close-Fitting Velvet Turbans, many in tam effects. Priced from, each

$5.95 to $10.00

Also a selection of Beautiful Quality Fur Felt Hats, in shades to match the new Fall coats. Many brimmed effects and also some smart off-the-face styles. Priced from, each

$5.95 to $12.50

—Millinery, 1st Floor

Children's Hats

Silk Hats, suitable for early Fall wear, in figured and plain-color silk. Shown in a variety of attractive off-the-face styles with stitched brims. Each........ 50¢

—Millinery, 1st Floor

Girls' Blazers

Smart for School

English Black Flannel Blazers with gold cord trimming. Single-breasted style with brass buttons and pockets. Sizes 32 to 36. Each........ $5.95

English Navy Blue Flannel Blazers in double or single-breasted style, with brass buttons and pockets. Sizes 28 to 36. Each $5.95

—Children's Wear, 1st Floor

Girls' Serge Skirts

Pleated Skirts of navy blue serge, made with detachable white cotton bodice top. Sizes 6 to 16 years. Each $1.95

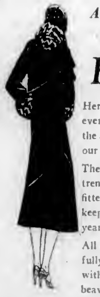
Girls' Navy Blue Pleated Skirts of fine quality serge. White cotton bodice top. Sizes 6 to 16 years. Each, $2.95

—Children's Wear, 1st Floor

Lace-Trimmed Bobettes

Good Quality Rayon Silk Bobettes in shades of peach, coral, pink, champagne, Nile and orchid. All daintily lace trimmed. Small, medium and large sizes. Pair .... 98¢

—Whitewear, 1st Floor



Advance Showing of the Newest Styles in

Fall Coats

Here is news of utmost importance to every woman interested in fashion—the arrival of a few advance models of our Fall Coats.

These are representative of the style trend for Fall, with their smartly fitted lines and large fur collars in keeping with the edict of Paris this year.

All are of exquisite materials, beautifully lined and tailored and trimmed with squirrel, fitch, fox, caracul and beaver.

—Mantles, 1st Floor

A Special Sale! New Fall Bags

Smart Styles—Fall Colors Very Low Priced

$4.95

Probably the best looking inexpensive Bags you've seen in many moons, of fine calfskin and morocco leathers on all-shell frames. Pouch styles with back strap or over-arm strap. Inner swing purse and moire poplin lining.

—Handbags, Main Floor

Fine Silk Hosiery

In Service and Chiffon Weights

Rainbow Stripe Heavy Service-Weight Silk Hose, with slendo heels. In a wide range of fashionable shades. Sizes 8½ to 10. Per pair........ $1.95

Rainbow Chiffon Silk Hose, with French openwork clocks. Exquisitely sheer silk to top with picot edge. Slendo heels. Shades of matinee, nude, Lido, rosador, Nubian, Madelon, crane, reverie and smoke. Sizes 8½ to 10. Per pair $2.50

—Hosiery, Main Floor

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SECOND NEWS SECTION

The Daily Colonist.

(ESTABLISHED 1858)

NO. 214—SEVENTY-SECOND YEAR — VICTORIA, BRITISH COLUMBIA, SUNDAY, AUGUST 17, 1930

SECOND NEWS SECTION

ENGLAND WINS HONORS AT SPORTS

Mary Campbell and Prusoff Win Singles Titles at Duncan Tennis Tournament

Victoria Girl and Sound City Expert Are Island Champs

Former Wins From Hope Leeming and Latter From Leon de Turenne in Straight-Set Matches—Capital City Women Take Doubles

DUNCAN, Aug. 16.—Mary Campbell, Victoria, former British Columbia tennis queen, and Henry Prusoff, Seattle, captured the women's and men's Vancouver Island championships here today by scoring victories over Hope Leeming, Victoria, and Leon de Turenne, Seattle, in the finals. Both reigning monarchs played beautiful tennis in offsetting the threats offered by their opponents.

Resisting a defending champion's service like the Rock of Gibraltar has the pounding waters of the Mediterranean, Mary Campbell ran through to her excellent victory and the championship in straight sets, winning the first, 6-2, and the second, 8-6, after four extra sessions. Miss Leeming, who was defending her title, used her strong service to great advantage at times, but when it came to close net playing, the new monarch was supreme.

Prusoff's straight set victory over his Sound city colleague was somewhat of a mild opset. Turenne fought stubbornly throughout, but his opponent was playing some of the best tennis of his career and never left an opening for Turenne to start a rally. Prusoff galloped around the courts with lightning speed to win the first set 6-2. The second set went to extra games before the champion could come through. The last set also went to Prusoff, 6-4.

DOUBLES MARATHON

The marathon of the tournament was witnessed in the finals of the men's doubles, which went to de Turenne and Langlie, of Seattle, by their fine win over Prusoff, Seattle, and Dan Lewis, Portland, 6-3, 6-8, 4-6, 6-4, 8-1. Langlie's playing during this match was probably the best seen on local courts for many a day. His large variety of shots and his rocket-like services drew continuous applause from the large gallery. The winners started well and romped through to the first set. Prusoff and Lewis rallied to capture the second and third sets to take the lead and looked like winners, but at the beginning of the fourth set Langlie unloosed some scintillating tennis and as a result he and his partner turned defeat into victory by annexing the fourth and fifth sets.

LOCAL WOMEN WIN

Playing brilliantly, especially during the last two sets, Mrs. J. C. I. Edwards and Mary Campbell, Victoria, walked off with the women's doubles crown by beating Mrs. Haggert and Miss O'Shea, of Vancouver, 6-8, 6-4, 6-2.

The mixed doubles title went to Reg. Corfield and Marjorie Leeming, Duncan. Corfield and Miss Leeming downed Marsh Gordon and Hope Leeming, Victoria, in the finals in straight sets, 6-3, 6-4. Miss Rithet, Victoria, won the women's consolation by winning from Miss Henderson, Duncan, 6-4, 6-4. E. Howell, Philadelphia, carried off the men's consolation honors by his victory over C. Milne, Vancouver, 7-5, 6-1. A. S. Milne, Vancouver, won the veteran's laurels by putting out H. Leney, South Cowichan, 6-2, 6-3.

Veteran Shot Has Bad Luck At Big Meet

CONNAUGHT RIFLE RANGES, OTTAWA, Ont., Aug. 16.—Major C. R. Crowe, Guelph, veteran marksman, is Canada's unluckiest man. He admits it quite freely. Firing in the second stage of the Governor-General's match, greatest rifle test of the year, at the Dominion Rifle Association meeting today, Major Crowe scored fourteen straight bull's-eyes. His fifteenth shot was also a bull's-eye—but on the wrong target. The mistake may cost Major Crowe a high position in the match.

For years, Major Crowe has been a familiar figure at the D.R.A. He is more than seventy years old.

Wins Island Net Honors

MARY CAMPBELL

HENRY PRUSOFF

of Victoria and Seattle, respectively, who yesterday captured the singles tennis titles of Vancouver Island on the courts of the Duncan Club. Miss Campbell dethroned Hope Leeming as champion by defeating her in the finals in straight sets. Prusoff provided the gallery with some fine tennis in his victory over Leon de Turenne, also from the Sound city, in another straight-set victory.

MOTHER COUNTRY CAPTURES TWO FIRSTS, THREE SECONDS AND TWO THIRDS AT GAMES

Lord Burghley Scores Opening Triumph for England in Winning 440-Yard Hurdles—Anglehcart Wins 220-Yard Dash for Second Old Country Victory

Canada First in Running Hop, Step and Jump Race

New Zealand Takes Six-Mile Event—15,000 Spectators Crowd Stadium for Colorful Opening Ceremonies—Premier Opens Meet—Percy Williams Reads Oath

By W. R. WHEATLEY
Canadian Press Staff Writer.

CIVIC STADIUM, HAMILTON, Ont., Aug. 16.—England was conceded major honors in today's opening programme of the British Empire games. Of the four final events to be reached on the field and track programme, the Mother Country took two firsts, three seconds and two thirds, as well as showing outstanding superiority in the preliminary heats.

Although no point scoring system is used for the games, England's supremacy this afternoon was well marked, for she took first place in the two sprint events, the 440 yards hurdles and the 200 yards dash. Canada captured one

LORD BURGHLEY

first, the running hop, step and jump, and New Zealand came almost unexpectedly to the fore in the final event of the day by winning the six-mile run.

THREE RECORDS BROKEN

Three new Canadian records were marked up and all came in the final events.

Gordon Smallcombe, of Toronto, representing Canada in the running hop, step and jump, hung up the first record of the day with a leap of 48 feet 5 inches, bettering the old mark of 47 feet 11-2 inches, held by J. G. MacDonald, of New Glasgow, N.S.

The second mark was upset when Lord David Burghley, England's Olympic champion, won the 400 metres in 54 4-5 seconds. The old mark was 56 2-5 seconds, set by W. J. Montabone, Montreal.

The mark of 30 minutes, 40 3-5, set by J. Savidan, of New Zealand, in the six-mile run, will be given official recognition as a new Canadian record.

The sprint events were well taken care of by England, for, after showing marked supremacy in most of the heats, the English team furnished the winner in the 220 yards, when U. E. Anglehart defeated Canada's hope, Jimmy Fitzpatrick, to make their triumph complete. The Mother Country sent in all her finalists in the 440-yard hurdles in one, two, three, four order, with Lord Burghley leading the procession. Mickey and Connolly, both of Canada, were the other two finalists. R. Leigh-Wood, who finished second to Lord Burghley in the finals, was a heat winner.

England will be represented in the finals of the 880 yards, to be run next Thursday with four qualifiers.

She furnished a winner today in the second heat, when T. Hampson defeated the reputable Phil Edwards, whose best was to finish third.

South Africa furnished two winners in the sprint events today, but failed to take a final, although that country will be represented in the final of the 880 yards. J. M. Chandler, their star half-miler, won his heat. Canada will have two representatives in this final, A. Wilson and P. Pickard, who finished, respectively, second and fourth in their heats.

All the famed grandeur of past Olympians came to Hamilton today. The British Empire's athletic elite trod the hard-packed cinders of Hamilton's great stadium as the first Empire meet started.

They paraded to a marching tune by a colorful kiltie band, and the steady, ringing applause of fifteen thousand persons who occupied the concrete stand, around the track and then down the centre of the field, where they lined up in teams, the greatest array of athletic talent ever gathered outside of an Olympic Games faced the crowds—there to solemnly take the Olympic oath.

PROMINENT CITIZENS THERE

Among the spectators were some of Canada's outstanding public men. The Governor-General, Lord Willingdon, stood in the centre of the multi-flag-draped platform on which were gathered the distinguished visitors.

On one side of him was Prime Minister R. B. Bennett; on the other, E. W. Beatty, K.C., president of the Games.

Others included Premier Howard Ferguson of Ontario and Sir Thomas White, former Finance Minister in the Dominion Cabinet.

Led by Newfoundland's sturdy

Continued from Page 17

Entries to Close For Golf Tourney Friday Evening

ENTRIES for the men's city golf championship will close Friday evening at 5 o'clock, at the Uplands Golf Club, where the meet will be held, starting on the following Sunday with the thirty-six-hole qualifying round. Entrants are asked to file their names with John Caven, secretary of the Uplands Golf Club, along with the usual entrance fee of $2. Friday the course will be open to competitors for practice.

SIR THOMAS CONFIDENT OF WINNING

Veteran Yachtsman Believes His Craft, Shamrock V, Will Win Cup

RECEIVES GREAT WELCOME AT N.Y.

Mayor's Reception Committee Officially Greets Famous Sportsman

SIR THOMAS LIPTON

NEW YORK, Aug. 16. — Sir Thomas Lipton came to America today for his fifth attempt to win the America's Cup, announcing if he failed this time he would "try again" as soon as possible. In high good humor, the eighty-one-year-old merchant and yachtsman was taken from the Leviathan at quarantine onto the city tug Macom and brought up the bay with all the fanfare of a hero's welcome. It was Sir Thomas' sixty-second visit to the United States, but the first time he had been given an official welcome.

As he passed it, when he was greeted by former police commissioner Grover Whalen, head of the mayor's reception committee, he said:

"This is the first time I have ever been taken off a ship by the police."

He said that in the Shamrock V he had a yacht capable of winning the emblem of international yachting supremacy.

Sir Thomas asked who would be his rival skipper in the forthcoming series of races, starting September 13, and was especially eager to find out whether it would be Charles Francis Adams, Secretary of the Navy, who, as his last opponent, sailed the Resolute to victory over Shamrock IV in 1920.

Sir Thomas appeared in good health; he had been ill before starting the ocean trip. He was dressed in a blue suit of nautical cut, with a black yachting cap.

Charles Evans Hughes, Chief Justice of the United States, was a passenger with Sir Thomas on the Leviathan, but he did not board the Macom.

Officials Thank Umpires

Officials of the Westholme Softball League wish to thank the two umpires, Bob Whyte and Wilf Shouldice, for their services during the city championship playoffs between the Jokers and Saanich Thistles.

DEMETRAL IS DEFEATED BY RUSSIAN LION

Unexpected Body Slam Gives Al Karasick Victory in Rough Bout

JACK McLAUGHLIN IN DRAW WITH ANDERSON

Defeated by his own attack, a body slam, Harry Demetral, New York mat man, bowed to Al Karasick, the Russian Lion, in the main event of last night's wrestling card at the Tillicum gymnasium. The end came with dramatic suddenness in the fifth round. Karasick, appearing groggy from a frequent application of the rabbit punch, looked ready for the cleaners, at any rate, that's just how the fans figured the bout and so did Demetral. It was while the husky New Yorker was just about to finish the lion and subdue his roar that he found himself underneath his opponent instead of on top when the body slam came.

Karasick took the first fall in the third round with a series of flying headlocks, only to have Demetral come back and even the match in the next round with a body slam. The tying fall came in thirty-two seconds of the fourth round.

While there was very little actual wrestling, there was enough rough stuff to give the fans plenty of excitement. In the first round Karasick and Demetral went through the ropes and the latter was tugged around the outside of the ring by the lion. It was a couple of minutes before they were broken up and peace restored.

TOUGH ON REFEREE

Karasick lived up to his reputation for punching the referee when he socked Brooks in the jaw in the second round after he had forced the pair of infuriated men to break.

During the mix the hardest worked man of the three was Brooks, and on more than one occasion he was mistaken for a wrestler by first one and then the other.

Desmond Anderson and Jack McLaughlin, who grappled to a draw here last week, failed to reach a decision again last night. There were no falls. The boys wrestled clean and the hand they received from the fans showed that their efforts were appreciated. Two of the cleverest men on the Coast at their weight, this bout left nothing to be desired from a fan's point of view.

In the curtain-raiser Baptiste Thomas won in straight falls from Jaga Singh, Hindu mat man.

RACE DRIVER KILLED

NEW HARMONY, Ind., Aug. 16. —Tony Pouladish, Zeigler, Ill., race driver, was killed here this afternoon when his speeding automobile overturned on a curve of the half-mile dirt track here during a race. He suffered a broken neck and was dead when picked up.

Baseball at a Glance

AMERICAN LEAGUE

	W.	L.	Pct.
Philadelphia	81	39	.675
Washington	71	45	.612
New York	69	48	.590
Cleveland	59	59	.500
Detroit	57	61	.483
Chicago	45	70	.391
St. Louis	46	72	.390
Boston	41	75	.353

Yesterday's Results

Cleveland at Boston postponed, rain.
Washington, 6; Detroit, 1.
Philadelphia, 4; St. Louis, 2.
Chicago at New York called, rain.

NATIONAL LEAGUE

	W.	L.	Pct.
Chicago	69	45	.605
Brooklyn	68	49	.581
New York	65	47	.580
St. Louis	60	54	.526
Pittsburgh	56	57	.496
Boston	52	63	.452
Cincinnati	46	63	.423
Philadelphia	38	76	.333

Yesterday's Results

Philadelphia, 9-3; Chicago, 10-3.
Brooklyn, 7-2; Pittsburgh, 5-6.
Boston, 8; St. Louis, 6.
New York, 8-3; Cincinnati, 1-2.

INTERNATIONAL LEAGUE

	W.	L.	Pct.
Rochester	79	50	.612
Toronto	64	47	.576
Baltimore	71	54	.568
Montreal	59	66	.472
Newark	57	69	.452
Buffalo	56	71	.441
Jersey City	52	73	.416
Reading	46	79	.378

Yesterday's Results

Toronto, 9; Baltimore, 8.
Newark, 6; Montreal, 1.
Reading, 8; Buffalo, 6.
Jersey City, 5; Rochester, 5.

COAST LEAGUE

	W.	L.	Pct.
Hollywood	22	10	.688
Los Angeles	21	12	.636
San Francisco	19	14	.575
Missions	17	17	.500
Sacramento	15	8	.652
Portland	14	19	.424
Oakland	13	20	.394
Seattle	10	22	.267

Yesterday's Results

San Francisco, 7; Portland, 3.
Hollywood, 8; Seattle, 2.
Oakland, 3; Missions, 2.
Los Angeles, 8; Sacramento, 5.

BURNSIDE BOWLING

Mertton and Edwards earned the title to the club doubles crown Friday evening by defeating Wells and Holmes by a margin of six shots, the score being 16-10. At the eighth end Wells and Holmes were leading, but Mertton and Edwards pulled up from then on, and although the Wells-Holmes duo played a great game, they were outclassed by the brilliancy of their opponents.

This week will see the first round of the club singles played off, and many interesting games are anticipated.

In all probability the Australian team, consisting of four rinks, will play here, on their way home, September 17. As it is seldom that visitors from overseas come here, a good game is expected between the Australian experts and the team picked from the Victoria, Burnside and C.P.R. clubs.

Ninth Inning Rallies Save Cubs From Twin Loss Against Phillies

Chicago Hold Margin of Lead by Winning and Tying With Philadelphia as Robins Divide Pair—A's Cop Another

NATIONAL LEAGUE

CHICAGO, Aug. 16.—Ninth inning rallies today won the Cubs one game from Philadelphia and saved them a beating in the second game of the double-header, which was called at the end of the eleventh at 3-3.

After the Cubs had scored two runs in the ninth session of the open for a 10 to 9 victory, Sheriff Blake held the Phillies to two hits in seven innings, in the second contest, only to ruin his performance by issuing five walks. The Phillies combined a pair of hits with walks and Cub errors to score three runs early in the game. Woody English got a homer with Cuyler on in the last of the ninth to tie the score, but darkness fell before either club could count again.

Hack Wilson's forty-first homer of the season helped the Cubs to an 8 to 1 lead, as the Phillies went into their half of the seventh, but the Easterners went on a wild batting rampage that sent Teachout to the showers and accounted for eight runs. Hartnett's single scored Wilson with the winning run in the ninth.

First game—	R.	H.	E.
Philadelphia	9	18	0
Chicago	10	16	2

Batteries—Benge, Phillips, Elliott and Davis, Renss; Teachout, Bush, Osborne, Nelson and Hartnett.

Second game—	R.	H.	E.
Philadelphia	3	10	0
Chicago	3	6	2

(Called at the end of the eleventh on account of darkness).

Batteries—Willoughby, Collins and Davis; Blake, Nelson and Taylor.

Robins Split Twin Bill

PITTSBURGH, Aug. 16. — Pittsburgh gained an even break in today's double-header with the Brooklyn Robins by winning the second game, 6 to 2, behind Ray Kremer's fine pitching, after Brooklyn had taken advantage of Wood's wildness to win the first, 7 to 5.

First game—	R.	H.	E.
Brooklyn	7	8	0
Pittsburgh	5	11	1

Batteries—Elliott, Moss, Clark and Lopez; Wood, Walter and Hemsley.

Second game—	R.	H.	E.
Brooklyn	2	8	1
Pittsburgh	6	11	1

Batteries — Thurston, Elliott and Lopez, Kremer and Hemsley.

Braves Nose Out Cards

ST. LOUIS, Aug. 16.—Bob Smith scattered the Cardinals' hits and the Boston Braves defeated St. Louis here today 8 to 6.

	R.	H.	E.
Boston	8	12	4
St. Louis	6	11	1

Batteries — Smith and Cronin; Rhem, Grabowski and Wilson.

Giants Make Gain

CINCINNATI, Aug. 16.—The New York Giants registered a gain on the Robins in the three-way National League pennant race today by taking both ends of a double-header from the Reds. The scores were 8 to 1, and 3 to 2.

First game—	R.	H.	E.
New York	8	14	0
Cincinnati	1	6	3

Batteries—Fitzsimmons and Hogan, Kolp, Ash and Sukeforth.

Second game—	R.	H.	E.
New York	3	7	1
Cincinnati	2	10	0

Batteries—Chaplin and O'Farrell; Frey and Gooch.

AMERICAN LEAGUE

NEW YORK, Aug. 16.—The first game of the series between the Yankees and the Chicago White Sox today was postponed in the fourth inning, when a heavy rain and hail storm struck the field. Neither team had scored in the first three frames.

Senators Stop Tigers

WASHINGTON, Aug. 16. — The Senators defeated Detroit 6 to 1 in the opening game of the series here today.

	R.	H.	E.
Detroit	1	8	0
Washington	6	10	0

Batteries—Uhle and De Sautels; Johns and Spencer.

A's Win Again

PHILADELPHIA, Aug. 16. — The Athletics defeated the St. Louis Browns today, 4 to 2. Lefty Grove, Athletics' hurler, won his twentieth game of the season, against four losses.

	R.	H.	E.
St. Louis	2	10	1
Philadelphia	4	8	1

Batteries—Coffman and Ferrell; Grove and Cochrane.

Cleveland at Boston postponed, rain; two games Sunday.

COAST LEAGUE

	R.	H.	E.
Portland	3	12	1
San Francisco	7	12	3

Batteries—Fullerton, Walters and Palminsang; Jacobs and Penebsky.

At Los Angeles—	R.	H.	E.
Seattle	2	8	2
Hollywood	8	18	1

Batteries—Hubbell and Cox; Hollerson and Bassler.

At Oakland—	R.	H.	E.
Missions	2	5	0
Oakland	3	6	3

Batteries—H. Pillette and Brenzel; Henderson and Lombardi.

At Sacramento—	R.	H.	E.
Los Angeles	8	8	0
Sacramento	5	11	0

Batteries—Ballou and Hannah; Gould, Vinci, Hamilton and Koehler.

English Polo Team Reaches United States

NEW YORK, Aug. 16.—Seeking the historic Westchester Trophy, the English polo team arrived on the Aquitania late yesterday.

Included in the party listed as the English polo squad were Team Captain Charles H. Tremmaine, Lewis Lacy, Capt. Pat Roark, Adrian Roark, Capt. Richard George and Capt. Humphrey Guinness. Gerald Balding, the seventh member of the team, arrived last week and already has been in action in one United States test match.

WINS BOYS' GOLF

ST. ANDREWS, Scotland, Aug. 16.—R. W. Peattie, former boys' champion golfer, won the Edzell tournament today, defeating John Nelson Smith, the Earls Ferry carpenter, one up. There were 300 entries.

BURROWS WINS BURRARD SWIM

Cops Event by Fifteen Minutes—Denny Walker Third

LOCAL GIRL IS EIGHTH

VANCOUVER, B.C., Aug. 16.—George Burrows, husky twenty-year-old member of the Vancouver Amateur Swimming Club, won the annual swim across Burrard Inlet today, covering the distance of over two miles in one hour and thirty-nine minutes. J. L. Bayley, a clubmate of Burrows, and winner of the event for the past two years, was second, coming in fifteen minutes after the winner.

Sixteen-year-old Denny Walker, Victoria Y.M.C.A., was third to the finish after having led the sixty-nine starters for thirty-three minutes. At the thirty-three-minute mark he was caught and passed by Burrows, who from then on increased his lead with each stroke. Bayley passed the youthful Victorian about a quarter of a mile from the finish. Bayley's time was 1:32.

Helen Duell, Tacoma, Wash., finished in sixth place to lead the women swimmers home. Gwen Clay, West Vancouver, women's leader last year, followed Miss Duell to the finish line.

First ten finishers follow:

George Burrows, Vancouver, 1:16.
J. L. Bayley, Vancouver, 1:31.
Denny Walker, Victoria, 1:32.
Percy Norman, Vancouver, 1:35.
A. L. V. Parson, Vancouver, 1:39.
Helen Alice Duell, Tacoma, Wash., 1:45.11.
Gwen Clay, West Vancouver, 1:51:03.
Carrie Gray, Victoria, 1:54:22.
Doris Parkes, Vancouver, 1:58:39.
William C. Cooper, H.M.C.S. Vancouver, Esquimalt, B.C., 2:00.

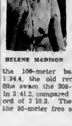
SEMI-MONTHLY SHOOT WILL BE HELD THIS MORNING AT COLWOOD

The semi-monthly shoot of the Victoria Gun Club will be held this morning at 10 o'clock, at the Colwood race track. A large turnout of members is expected, as some fine prizes will be up for competition. Ammunition can be secured on the grounds.

Helene Madison Breaks Several Coast Records

Seattle Flash Sets Four New Marks at P.N.W. Swimming Meet After Remarkable Display—One U.S. Time Shattered

PORTLAND, Ore., Aug. 16.—Helene Madison, nationally known Seattle mermaid, shattered all former Pacific Northwest swimming records in the 100-meter back stroke 200-meter free style, and the 50-meter free style events of the Pacific Northwest swimming and diving championship meet here today.



HELENE MADISON

Miss Madison's time for the 100-meter back stroke was 1:34.4, the old record was 1:21.6. She swam the 200-meter free style in 2:41.2, compared with the old record of 3:10.2. The new record for the 50-meter free style was 31 seconds flat, as against the former record of 34 4-5 seconds. Officials of the meet also claimed this mark bettered by 4 second, the national record for that event, but available records failed to list such a record.

In the 100-meter free style race, Miss Madison was clocked at 1:10.6, also claimed as a new Pacific Northwest record.

Miss Madison entered only the four events.

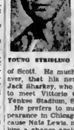
Only three Portland entries placed first in any of the events. Hazel Olstead, defending champion, won the women's fancy diving event. Ed Miller, 100-meter backstroke, and Judd Thompson, 100-meter breast stroke, were the other Portland swimmers who captured first places.

Seattle swimmers went home with 57 points for top honors. Tacoma was second with 36. Others in order: Portland, 29; Vancouver, 11; Olympia and the Neighborhood Club, Portland, Portland Natatorium, 3, and Salem 1.

YOUNG STRIBLING IS BACK FROM ENGLAND

Macon Heavyweight Declares Willingness to Fight Any Man—Prefers Jack Sharkey

NEW YORK, Aug. 16.—The steamship Aquitania docked late yesterday, bringing Young Stribling, Macon, Ga., heavyweight, home from his two-round knockout of Phil Scott in London. Stribling said he was ready to fight any man in the world and felt that he could punch with the best of the heavyweights since his sensational one-round knockout of Otto von Porat in Chicago and his defeat of Scott. He much preferred, however, that his next bout be with Jack Sharkey, who was signed today to meet Vittorio Campolo at the Yankee Stadium, September 25.



YOUNG STRIBLING

He prefers to make his next appearance in Chicago, if possible, because Nate Lewis, matchmaker, gave him a chance against Von Porat, a knockout which brought the youthful Georgian back to the championship timber.

ENGLAND SCORES 306 RUNS FOR FIVE WICKETS

Keen Racing Features Opening Programme at New Willows Enclosure

Home Team in Strong Position in Deciding Test Against Aussies

Herbert Sutcliffe Scores 138, Not Out, in Brilliant Display—Wyatt Still in With 39—25,000 Attend Opening Day

(Canadian Press Cable)

LONDON, Aug. 16.—England was in a strong position when stumps were drawn today in the first day of the fifth test cricket match against Australia at Kensington Oval. The home side put on 306 runs for five wickets after a somewhat shaky start. A remarkable innings by Herbert Sutcliffe, who scored his seventh century in Anglo-Australian matches, steadied the homeland team down and took it around the bad corners met when star batsmen like Wally Hammond, W. W. Whysall and Maurice Leyland failed. Sutcliffe set up a stand first with Jack Hobbs, then with Prince Duleepsinhji, and lastly with England's new captain, R. E. S. Wyatt. Sutcliffe and Wyatt came together when five wickets had fallen for only 197 runs and the Australian attack seemed to be on top. They first knocked the edge off it, and at the finish were punishing it severely.

Sutcliffe was undefeated with 138 runs to his credit when play ceased, while Wyatt scored 39, not out.

WAIT ALL NIGHT

Two hundred hardy souls waited all night outside the Oval for the opening day. In the early hours of the morning thousands more lined up and tubes, buses, tramcars and motor cars poured out constantly increasing streams of people.

The day was fine. Twenty-five thousand were present when play began. England started out with a bit of luck when her new captain, R. E. S. Wyatt, won the toss. He decided to put England in first.

The teams were announced as follows:

England—R. E. S. Wyatt, Prince Duleepsinhji, I. A. R. Peebles, Jack Hobbs, H. Sutcliffe, H. Larwood, G. Duckworth, Wally Hammond, Maurice Tate, M. Leyland, W. W. Whysall and Pat Hendren (twelfth man).

Australia—W. M. Woodfull (captain), A. Fairfax, A. P. Kippax, W. H. Ponsford, Don Bradman, S. McCabe, W. A. Oldfield, C. Grimmett, T. Wall, P. M. Hornibrook and A. Jackson.

The umpires were Hardstaff and Parry.

HOBBS GIVEN HAND

Jack Hobbs, who got a fine round of applause as he came out to play probably his last test match on his home ground, and Sutcliffe opened the English innings. It was soon seen that what is known as clockless cricket would be staged. With the match being played to a finish, the two batsmen took plenty of time.

Runs began to mount and Hobbs sent up the 50 with a splendid square cut off Grimmett to the boundary. He then turned Hornibrook to the pavilion rails and followed this up with a magnificent hook to the boundary.

Hobbs mistimed Wall and Kippax made a beautiful catch at forward short leg. Hobbs was plainly disgusted, and the crowd also showed its regret by its rather perfunctory applause as the great old player returned to the pavilion. Hobbs scored 47, which included four 4's. The first wicket fell at 71. Whysall joined Sutcliffe, who had scored 17, and the two played out the few minutes left until lunch time.

HERBERT SUTCLIFFE

Who scored 138, not out, for England, in the opening day of the fifth and deciding cricket test match at Kennington Oval yesterday.

When play was resumed after lunch, runs came by singles. Whysall went out to a ball from Wall that pitched on his boot. Only 26 runs were added for the second wicket.

DULEEPSINHJI SCORES 50

The third wicket was more productive, Prince Duleepsinhji hitting up a snappy 50, while Sutcliffe kept up his end. When Duleepsinhji departed the English total stood at 162.

After a slow scoring period, England suffered two major disasters. Hammond played a ball from McCabe on to his wicket after he had scored 13, while Grimmett was finally rewarded with a wicket, that of Leyland. Wyatt was loudly cheered when he came out to bat at this crucial time. At the tea interval, which arrived shortly afterwards, England had put on 197 for five wickets.

McCabe and Grimmett held the batsmen pinned down to singles for a period after tea. Sutcliffe finally reached his century with a 3 to leg off Grimmett. The batsmen then changed their methods. From cautiousness they began to irritate the Australians by stealing daring singles.

Sutcliffe gave the crowd a thrill in the last half when he hit Hornibrook for two successive boundaries to square leg and sent up the 300.

Scores:

England—First Innings

J. Hobbs, c Kippax, b Wall 47
H. Sutcliffe, not out 138
W. Whysall, lbw, b Wall 13
Prince Duleepsinhji, c Fairfax, b Grimmett 50
W. Hammond, b McCabe 13
M. Leyland, b Grimmett 3
R. E. S. Wyatt, not out 39
Extras 3

Total (for five wickets) 306

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BELIEVE IT OR NOT . . . . By Ripley

RANGERS DEFEAT HEARTS, 4 TO 1

Last Year's Scottish Football Champs Gain Easy Victory

KILMARNOCK XI WINS

GLASGOW, Scotland, Aug. 16.—Results of soccer matches played in Scotland today follow:

SCOTTISH LEAGUE

First Division

Aberdeen 3, Leith Athletic 1.
Clyde 1, Ayr United 1.
East Fife 1, Dundee 2.
Falkirk 3, Celtic 3.
Hamilton Academicals 1, St. Mirren 0.
Hibernians 2, Motherwell 3.
Kilmarnock 2, Partick Thistle 0.
Morton 5, Airdrie 0.
Queen's Park 0, Cowdenbeath 3.
Rangers 4, Hearts 1.

Second Division

Albion Rovers 4, Forfar Athletic 2.
Arbroath 5, Armadale 1.
Bo'ness 1, Stenhousemuir 1.
Brechin City 2, East Stirling 3.
Dumbarton 3, Raith Rovers 1.
Dundee United 1, Third Lanark 3.
King's Park 2, Montrose 3.
Queen of South 3, St Johnstone 2.
St. Bernard's 6, Clydebank 1.

COLONIST SOFTBALL CUP GOES TO SHOPMEN

E. & N. Gain Easy Victory Over Empress Hotel—Meeting to Be Held Monday

In the final game of the C.P.R. softball play-offs at Victoria West Park yesterday, the E. & N. shopmen defeated the Empress Hotel, 12-8, and captured The Colonist challenge cup. A large crowd witnessed the game, which provided plenty of thrills. The shopmen worked well behind the stellar pitching of Robertson, took an early lead, and never appeared to be in danger of being defeated. Watson worked well on the receiving end for the E. & N. team. The shopmen's runs came mainly from the bats of Devreaux, Brown and Cullin. McLellan and Chesworth formed the battery for the hotelmen.

A meeting will be held at the Empress Hotel Monday, August 25, at 8 45 p.m., to decide on other lines of sport for the clubs to take up. All interested are invited to attend.

Lady Broadcast Wins Feature at Hawthorne

HAWTHORNE RACE TRACK, Aug. 16.—Lady Broadcast, the speedy filly owned by Rogers Caldwell, of Memphis, won the Chicago Businessmen's Handicap, with $10,000 added, at Hawthorne today, with My Dandy second, and Uncommon Gold third. Islain was fourth in the field of thirteen Lady Broadcast ran the mile and one-eighth in 1:50.

Lady Broadcast paid $19.74 to win and $7.10 to place.

Victoria Y.M.C.A. Wins Track and Field Honors

Defeats Strong Vancouver Squad, 50-37 Score, in Special Meeting at Royal Athletic Park—Massey Shines in Sprints

Archie McKinnon and his flying band of track and field experts wearing the colors of the local Y.M.C.A. scored one of the greatest triumphs of the season, when they sent the strong Vancouver "Y" squad down to defeat in the special meet yesterday afternoon at the Royal Athletic Park, fifty points to thirty-seven.

Out of the twelve events, the locals' colors came to the front in seven, to give them their margin of victory by thirteen points. McKinnon's team was in rare form and their win will make them feared in future meets.

Breaking fast and running a beautiful race the entire route, A. Massey, Vancouver, walked off with the honors in the century dash from a strong field. The event was close from the start, and only a stride or two separated the three leaders as they reached the tape. Massey's time was 10 1-5 seconds, which is considered excellent for the track. L. Campbell, Victoria, finished second, and Doug Taylor, Victoria, third.

Chuck Cunningham upheld the local colors in the half-mile, when he beat out two fast Vancouver lads after a great race. Cunningham jumped into the lead shortly after the race got under way and breasted the tape a few feet in front of D. Hewett, Vancouver.

MASSEY SHINES

Massey again crashed the limelight when he shot home in first place in the 220 yards in 24 seconds flat. Taylor annexed second place and Lynn Patrick was an easy third. The two distance events were captured by the Aldous brothers, George and Frank. The latter walked away with the three-mile race, while George breezed to the front in the mile jaunt. Victoria gained a big lead in the medley relay, but ran into hard luck when Cyril Connorton, anchor man, injured his leg and was forced to drop out. The second relay was won by the local team.

Keen competition took place in the broad and high jumps, which were won by Art Fell and E. McComber, respectively. Added attractions took place in front of the grandstand. Misses Joan and Betty McKinnon, assisted by their father, went through some clever acrobatic stunts and received a great ovation. Fred and Rudy Leoffler also went through their paces in grand style. Miss Lewis and a squad of girls from the Beacon Hill Park playground demonstrated some clever folk dancing.

THE RESULTS

The results follow:

100 yards—1, A. Massey (Vancouver); 2, L. Campbell (Victoria); 3, D. Taylor (Victoria). Time, :10 1-5.

880 yards — 1, C. Cunningham (Victoria); 2, D. Hewett (Vancouver); 3, M. Dyogan (Vancouver). Time, 2:01 1-5.

Broad jump — 1, A. Fell (Victoria); 2, L. Nicholls (Victoria); 3, G. McHardy (Vancouver). Distance, 20 feet, 7 1-2 inches.

220 yards—1, A. Massey (Vancouver); 2, D. Taylor (Victoria); 3, Lynn Patrick (Victoria). Time, :24.

One mile — 1, G. Aldous (Victoria); 2, L. Barty (Victoria); 3, M. Drogan (Vancouver). Time, 4 40.

High jump — 1, E. McComber (Vancouver); 2, Art Fell (Victoria). Height, 5 feet, 6 inches.

440 yards—1, Len Nicholls (Victoria); 2, D. Hewett (Vancouver); 3, J. Rys (Vancouver). Time, :04.

Shot put — 1, P. Broker (Victoria); 2, A. Massey (Vancouver); 3, M. Drogan, (Vancouver). Distance, 37 feet, 10 inches.

Medley relay — 1, Vancouver. Team made up of O. Fletcher, D. Hewett, B. Jones and A. Massey.

Senior relay—1, Victoria. Team made up of C. Copeland, Len Nicholls, M. Hardy and L. Petrick.

Three-mile — 1, Frank Aldous (Victoria); 2, W. Heald (Vancouver). Time, 15:54 1-5.

MANERO IN LEAD IN GOLF TOURNEY

Wiry New York Pro Shoots Brilliant 69 to Head Fast Field in $10,000 Open Meet

ST. PAUL, Minn., Aug. 16.—Two booming par-fracturing rounds of golf today sent Tony Manero, wiry New York Italian professional, one shot ahead of a closely bunched field in the seventy-two-hole rush for gold and fame in St. Paul's $10,000 open championship over the wind-blown Keller course.

Unperturbed by the treacherous wind that stopped most of the leaders, Manero today circled the course in 70, which, added to his smart 69 of yesterday, gave him a total of 139, five strokes under par for the thirty-six holes.

One shot behind him as the result of the best round of the day's play came "Sunny" Rouse, young Chicago professional. Rouse toured the course today in 68, four under perfect figures, for a 140 total.

Gene Sarazen, New York, who topped the field yesterday with his record-smashing 67, fell into a bad putting epidemic today but staggered in with a 74, which landed him in third place with a 142 total. Tied with Sarazen was Otto Hackbarth, Cincinnati, Ohio.

So many stars were bunched within easy striking distance of the leader that the championship, which will end tomorrow with two more eighteen-hole tests, appeared to be a toss-up. Three scant strokes away from the high-flying Manero were Horton Smith, of New York.; "Lighthorse" Harry Cooper, of Chicago, and Johnny Goodman, Omaha.

Johnny Dawson, of Chicago; Charles Lacy, of Clementsen, N.J., and Tommy Armour, of Detroit, were close with 144's, while Walter Hagen with a 145 and Johnny Farrell with a 146 still had a chance.

Others still left with a chance were Willard Hutchison, Chicago, who tied Hagen; Lester Bolstead, Minneapolis, former "Big Ten" champion, and Ed. Dudley, Wilmington, Del., with 146, and Al. Espinoza, Chicago, who had a 147.

JUNIOR FOOTBALL

A meeting of the Junior Football League will be held Tuesday evening at 8 o'clock at the Y.M.C.A. All teams are requested to have representatives present, as plans for the season will be discussed

Jockey Pevic Stars In Saddle as Second Island Meet Starts

Rides Three Winners, Two Seconds and Third at New Layout—Big Crowd—New Enclosure and Stand Lauded by Punters

Keen racing featured the opening of the new plant at the Willows yesterday afternoon, and a heavy crowd enjoyed the many thrills which the new five-eighth-mile layout had to offer. The new stands were packed and the close finishes kept the crowd on its toes throughout.

Many comments were heard about the new enclosure, and all were favorable. From the new stands the spectators have an uninterrupted view of the start, progress and finish of the races, while the betting and cashing booths, situated under the stand, are handy and entirely eliminate the usual mad rush for last-minute betting and hurry to cash in.

Jockey Pevic had a great day in the saddle and those who had followed him would have gone home with more than enough to buy the baby a new pair of shoes. Pevic rode three firsts, two seconds and a third in six starts.

Only one spill marred the proceedings, but nothing serious happened. Somers Star, with Chipping on board, swerved to the inside rail after leaving the gate at the head of the stretch and threw his rider into the enclosure. Chipping was stunned for a few minutes, but outside of some minor bruises was uninjured.

TEA BALL SHOWS WAY

Coming along with a burst of speed on the turn for home and on the heavy stretch drive, Tea Ball sprung a surprise by taking the opening gallop over five and a half furlongs by half a length from Nannie Francis. Cas Walser finished third. The winner took command at the last turn, overtook the pacesetter, Cas Walser, and had enough to stave off the strong challenge of Nannie Francis, who bettered her position throughout. Ethel F was fourth. Little Smoke, the favorite, was never a contender.

Jockey Pevic gave the favorite, Swift Cop, a good ride in winning the second race over five furlongs. War Rose was second and the second choice, Fourteen Sixty, was third. Swift Cop was rated behind the pace-setter, War Rose, for a half, moved up with a burst of speed on the outside on the last turn to get a half-length decision from War Rose. Fourteen Sixty closed strongly. Aden II, with Jockey Craigmyle up, failed to break.

LITTLE COP COPS

Little Cop, the favorite, proved to be much the best in the third race and won as his rider pleased. Pevic took his second straight winner in front of the back stretch, and was never in danger after that. Selma Barbee copped the place berth, just beating out Master Rock, the show horse. Don Eduardo set the early pace, but folded up. Pangold, the second choice, was never a contender.

Jockey Pevic brought his third straight winner home when he piloted Alberta Lad, the favorite, in the fourth race. Alberta Lad looked as though he would be an also ran at the half mile, when he was running last, but Pevic gave the Smith entry a masterly ride the rest of the distance, and won by about half a length from Bee Somers, the second choice. Jack Beaman was third. At the start of the race Somers Star wheeled to the inside fence and crashed, throwing Jockey Chipping over the rail.

SHORT CUT, JR., WINS

Short Cut, Jr., with Palaez up, proved to be easily the best in the fifth race, and won nicely. Ray Schee was a good second, and the favorite, In the Eye, was third. The winner went on top at the head of the stretch and raced Ray Schee into submission, to win by two lengths.

In the Eye had to be taken up on the first turn and was thrown off his stride. He came along strongly, however.

Spearshot sprung a surprise when the aged Torey gelding won the sixth race over the mile route easily. Skootin was second, and the favorite, Brookwood, third. The winner went on top on the last turn to home, after Skootin, carrying top impost, had set the pace, and won going away. Skootin just had enough to stave off the closing rush of Brookwood, and would have lost the place berth in another jump.

Shasta Lily, running as an entry with Culiacan, won the last event easily. The winner came along on the outside to win by half a length from Paved Way. Culiacan headed the parade for three parts of the way, and was a good third, although tiring. Sweet Money was fourth, after closing a lot of ground. The entry went to the post a hot favorite.

The results follow:

First race — Claiming, purse $300, for three-year-olds and older; five and one-half furlongs
Tea Ball (Sperri) .... $14.75 $ 6.80 $ 4.70
Nannie Francis (Pevic) 4.45
Cas Walser (Balentine) 4.15
Time, 1:10 4-5. Also ran: Ethel F., Black Aster, Smart Horse, Maxine W., Little Smoke, Lucky Monday, Glitregold.

Second race—Claiming, purse $300, for three-year-olds and older, five and one-half furlongs
Swift Cop (Pevic) .... $ 7.10 $ 7.80 $ 2.80
War Rose (McCoy) 3.10 2.40
Fourteen Sixty (Fredricks) 2.80
Time, 1:11 2-5. Also ran: Shasta Bishop, Invictus, Lauram, Manager Seth, Billy Skid, Mr. Charlie, Aden II.

Third race—Claiming, purse $300, three-year-olds and older, five furlongs.
Little Cop (Pevic) .... $ 7.80 $ 4.30 $ 3.30
Selma Barbee (Kelly) 6.65 4.80
Master Rock (Fredricks) 4.00
Time 1:02 2-5. Also ran: Lollabother, Ollie S., Don Eduardo, Aalli, Kingsman, Pangold, Maurine McKaby.

Fourth race—Claiming, purse $300, for Western Canadian-bred horses, three-year-olds and up, six furlongs and thirty yards
Alberta Lad (Pevic) .... $ 2.90 $ 2.45 $ 2.20
Bee Somers (Kelly) 2.60 2.10
Jack Beaman (Craigmyle) 2.45
Time, 1:16 2-5. Also ran: Gay Lomond, Jerry Mac, Somers Star.

Fifth race — Claiming, purse $300, for four-year-olds and up, six furlongs and thirty yards
Short Cut Jr. (Palaez) .... $ 9.10 $ 4.05 $ 2.65
Ray Schee (Pevic) 3.50 2.45
In the Eye (Swift) 2.60
Time, 1:17 1-5. Also ran: Rivermaid, Minnie Meadows.

Sixth race—Claiming, purse $300, for three-year-olds and up, one mile
Spearshot (Kelly) .... $11.90 $ 4.15 $ 3.00
Skootin (Palaez) 6.90 6.90
Brookwood (Pevic) 2.35
Time, 1:48 1-5. Also ran: Clarimonde Hope, Manifest, Carlisle.

Seventh race—Claiming, purse $300, four-year-olds and up, mile and one-sixteenth:
*Shasta Lily (Fred'cks) $ 4.90 $ 2.10 $ 2.50
Paved Way (O. See) 6.30 3.30
*Culiacan (Palaez) 6.60
*Ruth Parton entry.
Time, 1:51 1-5. Also ran: Cas Welch, Trade Wind, Sweet Money, Jack Knight.

FIRST RACE—Claiming; purse $300; three-year-olds and older; five furlongs (14).

4204 Bremerwald 113
4203 Springfield 113
4217 Oregon Rose 111
4224 Oregon Mist 111
4234 Tenaas 111
4238 Macushla II 111
4217 Wickawack 108
4225 June Star 106
4224 Jim Rogan 106
(4218) Glad Alice 106
Also eligible:
4230 Margaret Buchanan 106
4238 Sis Turpin 106
(4231) Rag Bag 113
4218 Mary Dear 111

SECOND RACE—Purse $300; for maiden two-year-olds; four furlongs (12).

4219 Super Fashion 112
.... Plenty Money 113
4218 General Legatt 111
4177 Flirtigig 108
4205 Ruth's Babe 108
.... Miss Dick 108
4085 Nanaimo 105
4212 Llager Longer 105
4219 Irish Gold 104
4108 Bonnie Day 101
Also eligible:
4205 My Posta 112
4205 Nurse Whittier 105

THIRD RACE—Claiming; purse $300; three-year-olds and older; five and one-half furlongs (14).

4238 Bull Rum 115
4112 Frank S 112
4236 Tatters 112
4204 Flatfoot 112
4216 Gold Chain 112
4238 Escolane 112
4238 The Falconer 112
4230 St. Martins 112
4248 Mr. Charlie 112
4224 Grand Folly 111
Also eligible:
4246 Billy Skidd 112
4245 Maxine W. 110
4245 Tea Ball 112
4203 Chatterboy 112

FOURTH RACE—Claiming; purse $300; four-year-olds and older; five and one-half furlongs (14).

4209 Plain Rock 112
4224 Norton 112
4225 Gransson 112
.... Jack Ledi 112
4231 Viking 112
4231 Danle 111
4245 Nannie Frances 110
4220 Moonchild 110
4203 Miss Jennings 110
4210 Queen Marie 110
Also eligible:
4245 Smart Horse 112
4246 Invictus 113
4246 Swift Cop 113
4224 Prince Taro 112

FIFTH RACE—Claiming; purse $300; three-year-olds and older; six furlongs and thirty yards.

4249 Rey Schee (S) 115
4249 Minnie Meadows 113
4248 Rivermaid 113
4234 Lady Spain 106
4078 Rosamond (S) 105
(4217) Call G. 105
4239 *Salty 102
4217 Silk Train 98
(S) Mrs. A. E. Smith entry.

SIXTH RACE—Claiming; purse $300; four-year-olds and older; one mile and seventy yards (9).

4246 Fourteen-Sixty 109
4229 Will Ward 109
4163 True Shot 109
4229 Russell Gardner 109
4229 Nib McGee 109
4230 On The Job 109
4240 Shasta Bishop 109
4229 Warsine 107
4229 Tennessee 107

SEVENTH RACE — Claiming; purse $300; four-year-olds and older; one mile and seventy yards (18).

4230 Eagles Home 112
4229 Billy Walz 112
4202 Flashy 110
4230 Starwhim 109
4251 Cas Welch 109
4230 Missoula Boy 109
4217 Brian Kent 109
4243 Valley Joe 109
4208 Shadow Spark 107
4230 Neide Jo 107

* Apprentice allowance claimed.
First post, 2:30 p.m.

Wilkins to Meet Kruse Here Again On Saturday Night

BOB Kruse, Portland, and Paul Wilkins, Chicago, will appear in a return match at the Tillicum gymnasium Saturday night, according to information received from Promoter Fred Richardson. In their last appearance here Wilkins won from Kruse after a great battle.

CRUDE OIL CONSUMPTION

At present only about 2½ per cent of our crude oil consumption is produced in Canada.

COATES Plymouth DRY GIN
The favourite of the Royal Navy.
Established 1793
BOTTLED IN PLYMOUTH, ENGLAND
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In Time for the Races!
. . . these newly-arrived HATS by Scott are sure winners!
The famous London hatter has just sent us two swagger new styles (snap brim and welt edge) in hand-blocked fur felt of finest quality. Handsome greys and rich browns are the colors. They'll be quite the smartest hats wherever smart people gather. Drop in tomorrow and see them.
$10.00
W. & J. WILSON
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EASY TERMS
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ELKS AND SONS TO MEET AGAIN TOMORROW

Norm Forbes Will Go To the Slab Against Noble in Ball Tussle

Great Battle Is Expected in Third Game of Senior Amateur Baseball League Play-Offs—Commence at 6:15

Norm Forbes, star Elks' twirler, who held the Canadians to a pair

WITH a one-game lead to their credit, the Sons of Canada will battle the Elks for the third time tomorrow night at the Royal Athletic Park in the final playoff series for the city baseball championship and the right to go to Vancouver. The encounter will get under way at 6.15 o'clock.

Norm Forbes, star Elks' twirler, who held the Canadians to a pair of scattered bingles last Friday, will go to the mound again in hopes of hurling his teammates to their first victory in this important series. The Canadians took the first game, 5-4, while the second ended in a two-all score. Another win for the Sons tomorrow night will give them a stranglehold on the pennant, won last year by the Jokers.

Jack Noble, who won in the first game, will go to the hillock again for the Sons of Canada. In his last appearance he held the antlered crew to eight scattered bingles, while his teammates clouted ten safeties from the offerings of Doc Webster.

BILL ERICKSON REACHES SEMIS IN NET TOURNEY

Wins From Lammers in Great Match in J.B.A.A. Championships

MISSES BOYCE AND WILEY SCORE UPSET

Playing beautiful tennis throughout, Bill Erickson, veteran local sportsman, advanced to the semi-finals of the men's singles championship of the J.B.A.A. tournament yesterday afternoon by chalking up a fine victory over Lammers, one of the favorites, after three torrid sets. Erickson took the first set, 6-4, but Lammers evened up matters by romping through the next set after two extra games, 7-5. Using a bullet-like service and placing his shots with great accuracy, the winner walked off with the third set, 6-4.

Misses Boyce and Wiley upset the dope by ousting Mrs. Erickson and Mrs. Poyntz, favorites for the women's doubles crown, by scores of 7-5, 6-4. The winners displayed good tennis and deserved their win. Lammers and Speck continued their march towards the men's doubles laurels by ousting Margison and Wray in another hard three-set affair.

THE RESULTS

Yesterday's results and today's draw follow:

Women's Singles

Miss Phillipsen won from Miss Moon; walk-over.

Women's Doubles

Miss Lea and Miss Sams won from Mrs. Moses and Miss Goy; walk-over.

Miss Boyce and Miss Wiley won from Miss Biggin and Miss Tyrer, 6-2, 6-4.

Mrs. Thomas and Miss Phillipsen won from Miss Lea and Miss Sams, 9-2, 6-4.

Miss Boyce and Miss Wiley won from Mrs. Erickson and Mrs. Poyntz, 7-5, 6-4.

Men's Doubles

Thomas and Wright won from Mellor and Clegg, 6-1, 6-2.

Lammers and Speck won from Margison and Wray, 3-6, 6-4, 6-1.

Erickson and Freer won from Dr. Poynts and McVans, 6-3, 6-3.

Erickson and Freer won from Kirkwood and Bain, 6-3, 6-3.

Men's Singles

Erickson won from Lammers, 6-4, 5-7, 6-4.

Kirkwood won from Mellor, 6-1, 6-1.

Men's Consolations

Scott won from Anderson, 6-3, 6-3.

Wray won from Estlin; walk-over.

Thomas won from Green, 6-0, 6-3.

Coppinger won from J. MacLachlan, 6-3, 6-4.

Craig won from Straker; walk-over.

TODAY'S DRAW

6:00—

Erickson and Freer vs. Lammers and Speck.

Temple and Stock vs. Elliott and Hume.

Kirkwood vs. Margison.

10:30—

Miss Fox and Elliott vs. Miss Boyce and Margison.

Miss Cheer and Temple vs. Miss Hopwood and J. MacLachlan.

Wray vs. Hall.

McVane vs. Tyrer.

Parker vs. Speck.

Mrs. Thomas and Erickson vs. Miss Sams and Hall.

11:30—

Miss Phillipsen and Hume vs. winner Miss Fox and Elliott vs. Miss Boyce and Margison.

Smith vs. Camsusa.

Thomas vs. Craig.

Elliott vs. Scott.

MOTHER COUNTRY TAKES TWO FIRSTS, THREE SECONDS AND TWO THIRDS

Continued on Page 18

little team of eight men, the parade strung out for nearly half a mile. Bearing a placard on their heads, the Newfoundlanders bravely strode out in front as the band started to play. They were dressed in white coats, hats and white flannels. Behind them came eight blue and white garbed Bermudians. The crowd that had vigorously applauded the appearance of the first two teams broke into cheers as British Guiana's team of eight came into view. Phil Edwards, colored half-mile marvel, who ran for Canada in the 1928 Olympics, walked with the Guiana team.

CHEER SCULLING CHAMP

Australia's representatives were dressed in green and white. They numbered eleven, and again the crowds stood up and cheered. This time it was for Bobby Pearce, the giant Olympic singles sculling champion.

South Africa's team presented the first woman to the parade. Among their twenty-six members were three girl swimmers. Behind them was New Zealand with two women among the twenty-five athletes.

In the centre of the colorful march were the two smallest units, Wales and Ireland. One man and woman swimmer comprised the Welsh delegation to the great Empire sports meeting. A husky young Irishman carried the green banner of Ireland. He was alone and drew rounds of handclaps as he marched past the main stands.

Silence reigned over the enclosure as the teams lined up facing the big crowd. Then the band played the National Anthem. Heads were bared and the multitude rose to its feet. This part of the formality suddenly ended. Prime Minister Bennett stood up. He spoke into a microphone that carried his voice over a national radio hook-up to all parts of Canada.

Other speakers who followed Mr. Bennett were Lord Willingdon and Premier Ferguson. More cheering broke out as messages were read from King George, the Prince of Wales, Lord Derby, and leading amateur officials of Great Britain.

WILLIAMS READS OATH

The speeches were short, and when they were ended slender young Percy Williams, of Vancouver, stepped out from the ranks. He had been chosen to represent the competitors of all countries in taking the Olympic oath. Surrounded by flags—the Union Jack and ten other emblems of Britain's possessions—the hero of the Amsterdam classic two years ago stood on a raised, grey dias as he read the oath.

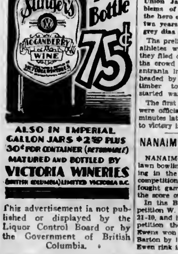
The preliminaries were over. The athletes were eager for action as they filed out of the west gate, and the crowd waited tensely until the entrants in the 440 yards hurdles, headed by Great Britain's peer of timber toppers, Lord Burghley, started warming up.

The first Empire Games in history were officially under way as a few minutes later Lord Burghley coasted to victory in his heat.

NANAIMO LAWN BOWLING

NANAIMO, Aug. 16.—On the local lawn bowling greens yesterday, playing in the women's Eagle Trophy competition, Mrs Tait won a hard-fought game from Mrs. Arnett by the score of 21-19.

In the Burnip Cup singles competition W. Bailey defeated W. Cass, 21-10, and in the Allan Whyte competition the team skipped by D. Ewens won from one skipped by J. Barton by 18-10. This win puts the Ewen rink into the final.



ALSO IN IMPERIAL GALLON JARS $2.50 PLUS 30¢ FOR CONTAINER (RETURNABLE)
MATURED AND BOTTLED BY
VICTORIA WINERIES
(BRITISH COLUMBIA) LIMITED VICTORIA B.C.

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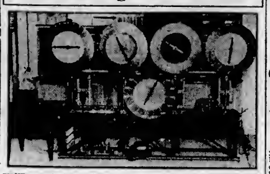
New Design Totalisator



THE new Australian totalisator, the invention of Sir George Julius, is said to be the most perfect machine of its kind ever placed in the betting rings of a continent, will probably be on view to the public at the Willows next week. L. L. Raymond, who is director of the Australian company which recently disposed of manufacturing rights to an English firm for half a million dollars, is expected to arrive to take charge of the demonstration. The operation of the machine enables betters to see, during the period of wagering, what price their selected horse will pay and the exact amount they may receive when betting ceases. An electrical device deducts the percentage due and all grand totals are visible to the public. It insures against the better operating in the dark as all fluctuations in betting are recorded in plain view of the public. The company will endeavor to interest Victoria race and civic officials in the use of the new machines at Colwood and the Willows for next season. J. de H. Curtis is the local representative of the Australian Totalisator Company.

Victoria Boy Third In Diving Contest At Empire Sports

Art Stott Helps Canada Sweep Springboard Championships—England Wins Three Firsts—Girl Sets World Mark

HAMILTON, Ont., Aug. 16.—England cut a generous piece of glory from the opening swimming meet of the British Empire games here tonight. Three first places fell to the Britons.

Australia secured one event and Canada the diving championship. Only after three English triumphs had been marked up did the Dominion stars get into the limelight.

Then Noel Ryan, of Australia, won the 400 yards freestyle for men, and immediately after, the victory of Alfred Phillips, of Toronto, Canadian champion, in the men's springboard diving, was announced. Canada swept the diving event, Cyril Kenneth, of Toronto, Ont., placing second, and Arthur H. Stott, of Victoria, B.C., third.

England started its assault on the swimming crown with a smashing victory in the men's 100 yards backstroke. J. W. Trippett won the event by a clear two feet from William Frances, Scotland, in 65 2-5 seconds, announced as a new Canadian record. J. C. P. Besford, of England, was third.

J. W. Cameron, Australian star, finished strong and was less than twelve inches back of the driving Besford.

Miss Celia Wolstenholme, of England, winning the 200 yards breaststroke for women, set up a new world's record of 2:54 3-5. The powerful British girl beat off a gallant challenge by Miss Marjorie Hinton, also of England, to win by six yards.

Miss Ellen King, of Scotland, was third, and Miss Molly Bailey, Canada, fourth. After being up with the leaders for half the journey, Gladys Pidgeon, of New Zealand, fell back in the late stages to finish sixth.

Joyce Cooper steadily outpaced her opposition in the women's 400 yards freestyle event, marking up England's third straight victory. Her time was 5:25 2-5. Valerie Davies, of Wales, finished second, five yards back, and Sarah Stewart, Scotland, was third. A stroke back of Miss Stewart was Irene Pirie, sixteen-year-old Canadian girl.

Men's 100 yards backstroke, final—Won by J. W. Trippett, England; 2, William Francis, Scotland; 3, J. C. P. Besford, England; 4, J. W. Cameron, Australia. Time, 65 2-5 seconds.

Women's 200 yards, breaststroke, final—Won by Celia Wolstenholme, England; 2, Marjorie Hinton, England; 3, Ellen King, Scotland; 4, Molly Bailey, Canada. Time, 2:54 3-5. (New world's record.)

MANGIN AND SUTTER WORK WAY TO FINALS

Young Tennis Stars to Meet for Eastern Championship as a Result of Wins

RYE, N.Y., Aug. 16.—Gregory Mangin, Davis Cup alternate, of Newark, N.J., and nineteen-year-old Clifford Sutter, of New Orleans, holder of the intercollegiate championship, fought their way to the final round of the Eastern grass courts men's singles championship on wet courts today. In taking their semi-final round matches they eliminated higher ranking stars.

Mangin turned back John Van Ryn, Newark, N.J., No. 6 on the ranking list, 6-1, 6-1, while Sutter defeated Berkeley Bell, Austin, Texas, No. 8 player, 6-4, 6-3.

The two youngsters will clash in the final match tomorrow afternoon, while the title round in the women's singles will bring together Marjorie Gladman, Santa Monica, Cal., star, and Baroness Giacomo Levi, of Italy, former Chicago girl, who has been the sensation of the women's championship this week.

Miss Gladman today defeated Clara Louise Zinke, Cincinnati, 6-2, 6-3, while Baroness Levi eliminated Helen Marlowe, Los Angeles, 6-0, 6-3.

MAURICE TURNBULL SCORES CENTURY

Glamorganshire Captain Gets 135 Against Derbyshire—Somerset Scores Heavily

LONDON, Aug. 16.—Maurice J. Turnbull, young captain of Glamorganshire, scored 135 runs against Derbyshire at Derby, in an English county cricket match today. Glamorgan' score for their first innings was 360 runs, and when stumps were drawn Derby had scored 45 runs for one wicket.

Closing scores follow:

At Lords — Middlesex, 284; Northants, 60 for three wickets.

At Southend—Sussex, 232; Essex, 35 for the loss of no wickets.

Somerset versus Hampshire at Portsmouth; Somerset 380 for seven wickets.

At Dover—Lancashire, 264; Kent, 83 for two wickets.

Gloucestershire versus Leicestershire at Cheltenham—Gloucester, 216 for eight wickets.

At Bradford—Notts, 152; Yorks, 201 for two wickets.

At Birmingham—Warwick, 243; Surrey, 40 for the loss of no wickets.

Mintaka and Tern Capture Yacht Races

Mintaka, with Mrs. W. Barrett at the helm, captured the honors in the star boat class yesterday afternoon in the yacht races held at the Royal Victoria Yacht Club. In the dinghy class, Tern, skippered by Miss Louise Kellogg, came home in first place.

Boykin, sailed by Miss Edna Herring, was second in the star boat race, while Genie, in charge of Mrs. Cliff Adams, was a close third. Miss Helen Smith brought home the Bluebird in fourth place.

Miss Jenny Turner guided the Helen to second place in the dinghy class, and Puffin, sailed by Mrs. Hotham, in third place. Seven boats started in the race.

AREA OF MANITOBA

The area of Manitoba is 251,832 square miles, according to information furnished by the Dominion Government. Of this area, the Topographical Survey, Department of the Interior, has issued thirteen sheets of the National Topographic Map of Canada either wholly or partially in the province. Each of these sheets covers an area of approximately 6,000 square miles.

A bank in Basel, Switzerland, is offering prizes totaling $3,860 for plans of a new building, the vaults of which will be alongside and partially below the level of the River Birsig.

Rank Outsider Scores Great Turf Surprise

Jim Dandy Defeats Gallant Fox and Whichone Before 40,000 Fans in Capturing Travers Stakes at Saratoga

SARATOGA SPRINGS, N.Y., Aug. 16.—In the most sensational upset the turf has witnessed since the days of Man-o'-War, Jim Dandy, a 100 to 1 shot, galloped through the mud today to administer a sound beating to the twin contenders for three-year-old championship honors, the previously undefeated Gallant Fox, winner of six consecutive races, and the almost equally famous Whichone.

While a crowd of 40,000 spectators stood stunned by the astonishing spectacle, the California-owned three-year-old, smartly ridden by Jockey F. Baker, whipped the Fox and Earle Sand by six good lengths, and Whichone and Sonny Workman by twelve lengths, in the Travers Stakes.

Gallant Fox was the heavily-played favorite, odds on at 1 to 2. Whichone was second choice at 6 to 5.

Jim Dandy, taking command of the race at the half-way mark, finished galloping in the slow time of two minutes eight seconds for the route of one mile and a quarter.

The victory was worth $27,500 to the winner.

INCOGS SCORE FINE VICTORY OVER FIVE C'S

Defeat Last Year's Cricket Champions in League Fixture, 96-91

TENNIS ELEVEN BEATS WANDERERS

Incogs Cricket Club served notice yesterday afternoon at the Beacon Hill pitch that they will be strong contenders for the Victoria and District League honors this year, when they scored a great victory over last year's champions, the Five C.'s by a score of 96-91. The leading batsman of the battle was Eden Quainton, who scored forty-two before being bowled by Godfrey Wenman.

H. H. Allen bowled deadly for the winners, getting six wickets for forty-seven runs, while Godfrey Wenman also was in rare bowling form, getting four wickets for thirty runs. A. Lea was the best bowler on the Churchmen's line-up, getting five wickets for forty-one runs.

A team representing the Victoria Tennis Club scored a fine win over the Wanderers at the Work Point Barracks, 93-30. Phillips and Matson bowled well for the Tennis Club, while Darcus was in fine form for the losers.

Scores:

Incogs—	
Phillips, c Payne, b Lea	2
Tye, lbw, b P. Payne	—
Poyntz, c Eric Quainton, b Lea	12
Allen, std Edwards, b P. Payne	20
Walton, c Halkett, b Lea	7
J. Wenman, b Payne	9
G. Wenman, b Lea	1
Alexander, c Galt, b Lea	2
Locke, not out	24
Lyttle, c Payne, b Eric Quainton	6
Drum, b Eric Quainton	—
Extras	4
Total	66
Five C.'s—	
Edwards, c G. Wenman, b Allen	27
Comley, b G. Wenman	6
Halkett, b Allen	—
Eric Quainton, c and b Allen	1
Galt, b Allen	—
Eden Quainton, b G. Wenman	42
Lea, b Allen	4
P. O. Payne, c G. Wenman, b Allen	—
J. Payne, b G. Wenman	3
O. Payne, b G. Wenman	—
Pillar, not out	—
Extras	7
Total	91

Bowling Analysis

Five C.'s—	O.	W.	R.
H. H. Allen	11	6	47
G. Wenman	11	4	30
Incogs—	O.	W.	R.
Lea	12	5	41
P. O. Payne	11	2	39
Eden Quainton	2	0	4
Eric Quainton	3	2	10

Wanderers—	
Lethaby, b Phillips	—
Darcus, b Phillips	2
Dunn, b Phillips	—
Booth, b Metson	3
Bossan, c Roberts, b Phillips	—
Badderley, b Metson	1
Bishard, c Peberdy, b Metson	2
Ganard, c Ryall, b Metson	4
Willcox, b Phillips	5
Hansley, b Phillips	5
Collett, not out	1
Extras	13
Total	30
Victoria Tennis Club—	
Roberts, b Darcus	17
Peberdy, b Darcus	27
J. R. Metson, b Darcus	3
H. A. Phillips, c and b Ganard	7
Fairbairn, c and b Darcus	7
Mackler, c Ganard, b Bossan	10
Garret, b Darcus	2
Ryall, b Bossan	1
R. A. Phillips, c and b Bossan	4
R. A. Phillips, c Dunn, b Darcus	—
Ismey, not out	10
Extras	6
Total	93

Bowling Analysis

Wanderers—	O.	W.	R.
Phillips	6	5	7
Metson	6	4	10
Tennis Club—	O.	W.	R.
Darcus	12	6	34
Bossan	7	3	30
Ganard	6	1	24

LAST THATCHED ROOF GOES

Dungannon, Ireland, has just seen the departure of its last thatched roof. It was over the Total Abstinence Society's building, and the thatch was nearly thirty inches thick. Nearly fifty truck loads of roof were taken to the city dump. A slate roof is to take its place. The building is more than 200 years old, and the twenty-four-inch walls and the rafters are still sound.

EPIDEMIC TAKES SALMON

Large numbers of salmon are succumbing in Scotland to an epidemic known as the "salmon disease." The disease, a fungus, eats into the head of some of the worst affected. In one year it has killed 14,000 fish in the Tweed alone.

British Sport as Viewed by Tom Turner

TOM TURNER

A. P. F. Chapman's failure to shine with the bat in the last test match at Manchester appears to be the "last straw" to bring about a change in the English captaincy. However, much as we may sympathize with that ardent skipper and acknowledge his splendid efforts in the past, yet during the present series of games there has been something lacking which Chapman has apparently been unable to supply. Many of his supporters will naturally feel very much annoyed at his removal, but after all, this change of captains may result in a complete revival in the present and last match of the series; and if anyone can bring about this happy result it surely will be the new selection—R. E. S. Wyatt of Warwickshire. He has all the attributes that make a cricketer, and his recent performances prove his qualifications to hold the highest honor that can be bestowed. Being a thorough sportsman, but withal one that may be relied upon to use diplomatic methods in the handling of his men, we must look to him as a "last hope" to save ultimate defeat.

In the batting and bowling department England should be at par, while in the field—where Chapman was always a host in himself—our men are as near to perfection as could be found.

The following summary will be of interest showing as it does all the matches played between these great cricketing countries:

	Eng. Won	Aust. Won	Drawn	Ttl.
In England	18	13	25	56
In Australia	28	37	2	67
	47	49	27	123

Results of the matches already played this tour are summarized below:

At Nottingham, England won by 93 runs. England 270 and 302, Australia 144 and 335.

At Lord's, Australia won by seven wickets. England 425 and 375, Australia 729 for 6 (dec.) and 72 for 3.

At Leeds, match drawn. Australia 566, England 391 and 95 for 3.

At Manchester, match drawn. Australia 345, England 251 for 8.

The Scottish Football League started its season last week-end under conditions which indicate that, although so early in the series, several of the players are in rare shooting form. In this direction, D. Wilson opened the ball for Hamilton Academics by playing a very fine game and netting four points against the Hearts. This victory was hardly expected and so was all the more meritorious. Last season Hearts, on their own ground, won by 6-4, while Hamilton at home scored a 2-1 victory. Laidlaw and Bain, playing respectively for Falkirk and Leith, each registered a couple of points, the game ending in a draw. Aberdeen, the third club in Division I, lost to Partick Thistle through a brilliant effort of Simpson, who netted the winning goal in a 2-1 finish. Queens Park were apparently in their very best form when playing Airdrie, and have all the appearance of being a particularly strong side to contend with. East Fife disappointed their friends by being beaten by Motherwell, while Dundee got the best of the argument with Clyde with 2-1 in their favor. Glasgow Rangers (top of the league) upheld their reputation by defeating Cowdenbeath to the tune of 2-1. Simpson of Partick Thistle, it may be mentioned, scored 24 points out of a total of 72 during last season.

It is with sincere regret that I read of the demise of Sir Augustus Gordon Grant Asher recently. As a very youthful scribe, or what is now called a "cub reporter," I had many occasions to interview the late "A.G.G." as he was known at that time, and he was never too busy to answer questions or give out information in the most courteous manner. At the time the late Grant Asher was playing for Oxford University the Dark Blues were practically kings of the Rugby game, and whether at three-quarter or half-back he was one of the cleverest on the field. Any of our readers who were following rugger as far back as 1884 will remember how—mainly due to his wonderful skill—the famous Yorkshire fifteen were forced to defeat by the Varsity, of which he was captain.

One of the easiest things in life is to criticize after an event, and in view of this fact I refrained from mentioning the Scott versus Stribling match in my last contribution; rather prefering to await the mail in order to see what British critics had to say. As it happened, I came across an article in The Field written by Eugene Corris, of the National Sporting Club, which covers the situation. This gentleman is certainly one of the best judges of boxing in England, and as a referee was unsurpassed. His remarks, printed two days before the match, will be read with interest. He wrote: "On July 28, Phil Scott will have the chance of rehabilitating himself in the eyes of British sportsmen, and of proving once and for all whether he is worthy of meeting Schmeling in a fight for the world's heavyweight championship. It is true that the British Boxing Board of Control has stated that until he has done so, they will refuse to recognize Schmeling's title, but it is quite on the cards that Stribling, who is a game fighter, may put Scott out of the running at the Wimbledon Dog Racing Stadium.

"On this side of the Atlantic we have lately grown weary of the very mention of heavyweights whose inability to "fight clean" seems to have become chronic. I do not doubt for a moment that Scott was grievously fouled in his contest with Sharkey, but it would perhaps have been better had he left the shouting to other people.

"Those who know something of the history of the ring have only to cast their minds back to produce a score of names—men who fought, not for three, but for thirty rounds, and never struck a foul blow. Old-timers such as Heenan, Sayers, Mace and Fitzsimmons rarely appealed to the referee. They were occupied simply with the business of putting the other man out in the shortest space of time, and it is this faculty which seems absent among our present heavyweights.

"I would make no undue criticism before the Scott-Stribling contest, but it does seem curious that the British champion should find fourteen days' training sufficient to meet one of the strongest fighters of the day. He has never really fulfilled the promise of his earlier days, and since Stribling is very nearly as tough a proposition as Sharkey himself, Scott's casualness seems decidedly out of place.

"Personally I think the trouble is that so few of our heavyweights possess the "tiger" instinct. They do not prepare for a battle like Dempsey, who hired the hardest hitters he could find for sparring partners. If they did not "slug" him good and hard, out they went, but I have yet to hear of Scott employing similar methods. It seems that we must be content to acknowledge our mediocrity in the heavyweight class today, for we have not one man within sight of the Carpentier, Dempsey, Tunney class."

When I learned that Scott had entered on his training fourteen days previous to the match I made one remark, that was: "Alas, my poor brother." Scott will now have plenty of time to see that if he wants to win fights he must train accordingly. His showing in the ring was an utter failure, and his particular failure appears to be "cocksuredness," which never yet won a fight.

It was recently reported that H.M. King George had arrived in London after a spell of yachting on the South Coast and that he looked well and wore a happy smile. Doubtless the fact that his yacht, the Britannia, recently returned to Cowes flying three first and three second prize flags would cause the royal yachtsman considerable pleasure, more especially as the Britannia was only one short of 200 first prizes.

Lowestoft will be the venue for the Prince of Wales Cup and accompanying championship for dinghy-sailing on August 28. This is a particularly interesting sea or river sport, and close upon 250 boats are registered in the Old Country for that purpose. Three years ago, when the races were inaugurated, Cecil Atkey secured first honors, while Uffa Fox—the present holder—took it from him in 1928.

Fencing in Canada is a rare sport; but in Great Britain the art is still flourishing and has a great number of followers, while in the United States the pastime is not alone a masculine affair. A couple of weeks back the British-American fencing match for the Colonel Thompson Trophy was brought off at the Hotel Victoria, and sad to relate, the Britisher was defeated. Norman C. Cohn, the American sabre champion, after a splendid exhibition, defeated the British swordsman, Trinder, and by subsequently beating Corble after the latter had scored the first two hits, gave the United States a victory of 25 to 23 points.

Kenneth Greig, the new Scottish amateur golf champion, recently received a royal reception at the classic links of St. Andrews on his return to his native heath. Headed by the inevitable pipe band, the hero of the hour was carried shoulder high from the train and needless to say his many friends toasted him as only Scotchmen can "toast."

It seems almost incredible in these days of horse racing to think of a greyhound winning close upon $35,000; but that is the record of a dog that had no more apparent qualification for racing other than that he belonged to an Irish priest who must have had some sporting proclivities in his veins. His first appearance was at the White City in London in July, 1929, where "Mick" promptly made a name for himself. Then he was bought by a London bookmaker and afterwards sold for the snug little sum of over $7,000. It is said that "Mick" possesses wonderful racing instinct and knows exactly when to seize an opportunity to get position on the rails, and when once there the issue is seldom at stake.

Some men are born lucky; but in the recent case of Wilfrid Payton, the Notts cricketer, it would seem that he was not under that particular star. The County, in recognition of twenty-five years' faithful service, gave the match with Derbyshire as a benefit on July 12, 14 and 15, but instead of reaping a rich reward, as he deserved, the match ended in a financial fizzle and a loss of about $3. Some of these benefits come to something worth while, notably those of Whysall, George Gunn, Richmond and Barrett. These averaged about $2,100 each.

Talking with a friend from the Antipodes the other day, and discussing the chances of various athletes, he informed me that Pearce, the sculler, was almost a certainty at Hamilton, while Golding was likely to make the running in the quarter very hot. He also informed me that the New Zealand entrants would be very hard to beat. Altogether it will take a good man to "spot" the winner in many of the events.

COUTTS HIGH MAN IN WEEKLY SHOOT

Scores 98 at Heals Range—Drysdale and Tapley Tied for Second Place With 97's

The Victoria and District Rifle Association held its regular weekly shoot yesterday. Conditions were very good at all ranges. Following are the scores:

	200	500	600	Tl
Sgt. C. J. Coutts	33	35	31—98	
Sgt. A. Drysdale	33	32	34—97	
Capt. W. E. Tapley	31	34	32—97	
Sgt. A. R. Ashe	33	33	34—95	
Pte. A. W. Evans	32	33	31—95	
Pte. P. Drysdale	33	34	29—95	
Pte. R. H. Davidson	32	33	30—94	
Sgt. C. Coutts	33	30	31—94	
Bdm. I. Outram	32	31	30—93	
Capt. D. O. Thomas	29	33	30—92	
Capt. S. Gadsden	32	30	30—92	
Gnr. H. Rivers	34	33	25—92	
P. R. Sarginson	31	33	28—92	
W. E. Mitchell	30	27	31—88	
Pte. D. Morris	27	33	27—87	
Pte. W. T. McGibbon	28	32	27—87	
Pte. W. J. Eason	33	32	30—86	

FIDDLER KNOWS 300 TUNES

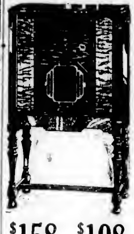
Samuel Bennett, of Ilmington, England, is making the rounds of the English pageants and giving fiddling exhibitions. He carries a fiddle which bears the date 1640, and he can play 300 tunes from memory. Bennett has been a fiddler for forty-five years. His hat is more than 100 years old, and his smock, with its Shakespeare scroll on the shoulders, is at least seventy years old.

THE FAMOUS CARIBOO TRAIL

During the Summer of 1929 the Geodetic Survey of Canada, Department of the Interior, carried a precise level line in British Columbia from Quesnel to Prince George over the route of the Cariboo Highway. This is the most northerly section of the renowned highway now open to motorists from Vancouver to Prince George. The North Road starts at Prince George and goes on to Hazelton.

Johannesburg, South Africa, will build a public library.

1931 MODELS
DeForest CROSLEY



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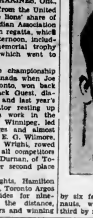
Wright Wins Canadian Sculling Championship

Former Holder of Diamond Sculls Captures Dominion Title Again—Hamilton Senior Eights Cop Thrilling Race

ROYAL CANADIAN HENLEY COURSE, ST. CATHARINES, Ont., Aug. 16.—Oarsmen from the United States captured the honor and glory of honors at the Canadian Association of Amateur Oarsmen regatta, which closed here this afternoon, including the Hanlan memorial trophy for senior eights, which went to Detroit.

The senior single championship was retained by Canada when Joe Wright, Jr., of Toronto, won back the honors with Jack Guest, diamond sculls winner and last year's champion, a spectator resting up from his strenuous work in the shell. E. Bole, of Winnipeg, led in the earlier stages and almost fouled Wright. W. E. G. Wimmer, who was second to Wright, proved the best course of all competitors and just beat John Durnan, of Toronto Argonauts, for second place by half a length.

In the senior eights, Hamilton Leanders led Detroit, Toronto Argos and Buffalo Westsides for nine-tenths-twenths of the distance, outsprinting Leanders and winning by nearly two lengths.



JOE WRIGHT

For participating in a "mesnur," or friendly duel with swords, ten students were sentenced recently by a Berlin court to three months' imprisonment, but were released on promise not to repeat the offense.

Under the distinguished patronage of H.R.H. the Prince of Wales

4th Annual HIGHLAND GATHERING and SCOTTISH MUSIC FESTIVAL

Banff Aug. 20 to Sept. 1

They are coming to Banff in all the glory of the tartan—

The Highland men free hill and glen
We behold plaids and glittering blades;
We hearts blaz and hearts are flame;
They're coming late and early.

FOUR THRILLING DAYS

of highland dancing, music and sports on the Highlands at Banff and in the Canadian Rockies, concerts of Scottish music in the evenings at Banff Springs Hotel by famous concert singers—Campbell McInnes, Bronwyn Peebles, Jean Haig, Alan Wilson and others.

Scottish Games & Field Sports

Under the auspices of the Banff Amateur Athletic Association on SATURDAY and on LABOR DAY.

And the Games—there will be tossing the caber, throwing the hammer, putting the shot, quoiting, running, hurdle racing, throwing the discus, vaulting, jumping and throwing the javelin—never an idle moment, always a diversity of competitions to see.

SCOTTISH SONG COMPETITION—Valuable prizes for various classes. Adjudicator, J. Campbell McInnes. COSTUME COMPETITION—For characters in Scottish history and heroes and heroines of Scottish song.

Take your vacation and come along—make reservation now at Banff Springs Hotel.

Entry forms from J. W. Jenkinson, Secretary, Banff Highland Gathering, Banff Springs Hotel, Banff, Alta.

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THE LISTENING POST

By WALTER TUTHILL

(Copyright, 1930, by the North American Newspaper Alliance.)

Come tell me, customer and fan,
The answer to this thing
What are crowds to any man
Who cannot be a king?

A title looks a little dim
When fitted on to one
Who never can, in heart or soul
Become a champion.

I assure you that I am not going to be awake at night worrying about the state of boxing in this or any other country; but as one whose duties now and again take him to the ringside, I do wish sometimes that we had a few more champions.

We have plenty of title holders. I saw the heavyweight title won by a young man sitting on the floor emitting piteous noises and clutching at his groin. I saw the light-weight title won by the use of a hide left hook. from a man who looked like a mummy partially roused from sleep.

The object of the boxing game is to get some sort of a title by any means possible and then never let it, if taking a chance can be avoided. When the title is established, that is if no further use, the thing to do is to sell it to somebody, who thinks he can clean it up and wear it.

If I were a promoter, I wouldn't pay much attention to some of these title holders. It seems to me that if you put opponents in the ring who were fighting men, with some idea of giving the crowd a real, honest run for its money, that you could attract customers. I admit that fans are pretty dumb and likely to judge the concert by the label, but I don't think that they could be long in learning the ability of any real fighting man. Benny and Choynski furnished a lot more entertainment than many others who have drawn more money. And they didn't have a title between them.

It is all right to be fickle.
Or to leave a boring sight;
But it does not pay to tickle
To be commonly polite.

Having disagreed rather emphatically and openly with William T. Tilden, 2nd, at various times and on certain matters, it certainly behooves me to stand by him when I think he is right.

If reports are accurate, temperament is the character at Rye not confined to Mr. Tilden. Under the published circumstances, it is hard to blame him for walking off the court.

Tennis players are not, supposedly, paid performers. They are amateurs who collect no part of the admission money. The theory is that they play the game for fun. It is no fun to play before spectators who have not common politeness.

Even bad manners on the court cannot excuse bad manners in the stand. Men on the courts are under tension, and, whatever the Tilden temperament, he has been, in his prime, the greatest tennis player the game ever knew, and he is not so rotten now.

As and amateur sport, there is no coupon attached to an admission ticket which entitles the spectator to hiss, jeer or boo. If any spectators think a contestant indulges in unsportsmanlike tactics, the really crushing rebuke would be to get up and walk out on him. Tilden apparently thought there was some poor sportsmanship in the stands. He walked out.

Visions silvered by the moon
In life's daylight, vanish soon,
Yet, somewhere beyond the blue,
Faith still whispers dreams come true.

It's a useful thing to have a poker face; but, when they all call, we prefer a poker hand.

London expects 1930 to be one of its healthiest years ever known. In the first four months deaths numbered 30,384, a decrease of 12,000 from the same period of 1929. Deaths from influenza decreased from 2,863 to 208. The exceptionally mild Winter is given credit for the improvement.

Colonist Daily Form Chart

COMPILED BY EL RADOT
(Copyright, 1930)

Presiding Judge and Handicapper, William Woodard
Paddock Judge and Official Veterinary, W. J. McKeen, V.S.
Racing Secretary R. P. Lenahan. Starter, W. J. Sherry
Clerk of the Course, Capt. W. P. Bullock-Webster
Willows Park, Victoria, B.C. Saturday, August 16, 1930. First Day.

FIVE FURLONGS CHASE

2245—FIRST RACE—Claiming. Purse $300. For three-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. FIVE AND ONE-HALF FURLONGS.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
1290	Tom Tit (Brown)	115	4	—	½	½	½	1½	Ferris	2.90
1290	Bob Frazier's (Green)	112	2	—	½	½	1½	2½	Perry	3.10
1228	Jim Walker's (Goodman)	115	6	—	½	1½	2½	3½	Salentine	4.60
1228	Ethel's (Hendrickson)	112	1	—	1½	2½	3½	4½	Pierce	7.20
1180	Short Order's (Orr-Ewing)	106	3	—	½	1½	3½	5½	Schmitz	36.20
1290	Ruth's (Hendrickson)	112	5	—	1½	3½	4½	6½	Clapham	101.10
1290	Mystic W's (McFarlane)	108	7	—	2½	4½	5½	7½	Graham	22.00
1175	Little Smoke's (Gibbons)	112	8	—	7½	7½	7½	8½	Kelly	8.20
1184	Lady Mendel's (Davis)	106	2	—	3½	6½	8½	9½	Gormley	22.10
1311	Gilligrand's (Mahler)	118	10	—	9½	9½	10	10	Roe	161.00

10 MUTUELS. Sta. Pl. Sh. Winner
Tom Tit ..... $14.70 $6.40 $1.80 Ch.G. Tom Cat-Tayrie
Bob Frazier ..... ——— 4.60 2.20 B.M. Bob-Frazier
Jim Walker ..... ——— ——— 3.40 L. Rachelle

At post 4 mins. Off at 2.14. Time .24½, 1.09½, 1.41½. Weather clear. Track now fast. Scratched—None.

Tom Tit, under Scottie tactics, dropped in behind the pace and saving ground would maintain the position until turning for home, when he came out, finished strongly and won by two lengths. Short Order, ridden by Jimmy Francis early sleepy, crowded Walker and Ethel out of the way at the start, Walker finished second and Ethel second on the first turn. Winner claimed to be entered for $500.

Scratched—4284 Frances Marck, 4283 Tetsu.

Overweight—Ethel Adair 1 lb. Claimed—Tom Tit, Nannie Francis (1).

2246—SECOND RACE—Claiming. Purse $300. For three-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. FIVE AND ONE-HALF FURLONGS.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4250	Swift Cole's (McDaniel)	118	5	—	½	½	½	1½	Pierce	2.90
4210	War Rose's (Kinnear)	111	1	—	½	1½	1½	2½	Kelly	7.30
4210	Mother Rock's (Marshall)	113	2	—	2½	2½	2½	3½	Fredericks	6.10
4180	Double Eagle's (Gibbons)	112	3	—	3½	3½	3½	4½	Chrepius	11.70
1311	Invicta's (McKee)	116	6	—	5½	4½	4½	5½	Pelzer	4.70
4215	Lenora's (O'Farrell)	108	4	—	4½	5½	5½	6½	Graham	40.00
4215	Manager Bob's (Effertz)	109	8	—	7½	7½	7½	7½	Palmer	14.10
4180	Ruth's (Hendrickson)	112	7	—	6½	6½	6½	8½	Schmitz	13.60
4179	Mr. Chadwick's (McDaniel)	118	9	—	8½	8½	9½	9½	Anderson	66.00
4250	Adam II's (McPhee)	108	10	—	9½	9½	10	10	Salentine	2.00

10 MUTUELS. Sta. Pl. Sh. Winner
Swift Cole ..... $7.10 $3.80 $2.80 Ch.G. Motor Car-American Maid
War Rose ..... ——— 3.40 2.40 G. B. Carter
Fearless ..... ——— 2.20 ——— Dr. Cole

At post 2 mins. Off at 2.35. Time .24, 1.08½, 1.41½. Weather clear. Track now fast. Scratched—None.

Swift Cole, always well up in the pace, made a spirited bid entering the stretch and, fanning under a vigorous drive for home, outsteared War Rose leaving the winner Fearless South, well back, allowed to ease up the rail, saving much ground. Invicta, ridden by Jimmy Francis, made a strong bid for the lead in the stretch but tired in the final furlong, where he was hampered for lack of racing room.

Winner entered to be claimed for $400.

Scratched—4284 Lady Ruth, 4283 Prince Tara.

2247—THIRD RACE—Claiming. Purse $300. For three-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. FIVE FURLONGS.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4215	Little Cree's (McPhee)	118	5	—	½	½	½	1½	Pierce	2.90
4215	Helios Rarbo's (Cleary)	108	1	—	1½	1½	1½	2½	Kelly	7.30
4226	Master Rock's (Marshall)	118	2	—	2½	2½	2½	3½	Fredericks	6.20
4217	Lotusmere's (Hendrickson)	108	3	—	3½	3½	3½	4½	Chrepius	11.70
4224	Mission Maiden's (Paul)	113	6	—	4½	4½	4½	5½	Pelzer	4.70
4215	Lenora's (O'Farrell)	108	10	—	10	9½	9½	6½	Graham	40.00
4215	Aeth's (Hendrickson)	108	7	—	7½	7½	7½	7½	Palmer	14.10
4209	Kingsman's (Cooperman)	118	8	—	8½	8½	8½	8½	Anderson	110.80
4215	Ollie's (Hendrickson)	108	9	—	9½	10	10	9½	Schmitz	110.00
4218	Paunola's (Abbott)	113	4	—	5½	6½	6½	10	Salentine	2.00

10 MUTUELS. Sta. Pl. Sh. Winner
Little Cree ..... $7.30 $3.20 $2.40 B.G. Mother Goose-Forbed Rose
Helios Rarbo ..... ——— 3.60 2.20 Dr. Cole
Master Rock ..... ——— ——— 3.40 J. Adair

At post 2 mins. Off at 2.55. Time .24, 1.08½. Weather clear. Track now fast. Scratched—None.

Little Cree, hustled away from the gate and running on the outside of the pace, went to the front turning into the back stretch and showing good energy at all times, he was never headed and won by a length. Helios Rarbo, ridden out for his last turning for home, stuck stubbornly and easily holding the fast-closing Master Rock. Winner entered to be claimed for $500.

Scratched—4215 Lady Ruth, 4215 Jack Elsworth, Overweight—Paunola (3).

2248—FOURTH RACE—Claiming. Purse $300. For Western Canadian breed, earn in twenty years. Purse divided: First, $180; second, $60; third, $30; fourth, $15. SIX FURLONGS AND THIRTY YARDS.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4240	Alberta Lad's (McBride)	114	3	—	1½	1½	1½	1½	Pelzer	1.70
4224	Bar Sinister's (Hendrickson)	112	1	—	2½	2½	2½	2½	Kelly	7.80
4241	Jack Beanian's (Prosser)	114	6	—	3½	3½	3½	3½	Crainpole	7.80
4224	Ruth Ann's (Hendrickson)	112	2	—	4½	4½	4½	4½	Chrepius	10.10
4218	Guy Dancer's (Price)	114	4	—	5½	5½	5½	5½	Paul	20.10
4220	Gunners Star's (Wheeler)	117	1	behind					Chrepius	19.20

10 MUTUELS. Sta. Pl. Sh. Winner
Alberta Lad ..... $3.90 $2.40 $2.10 B.G. Yorkshire Lad-Sea Weed
Bar Sinister ..... ——— 20.40 6.40 Trained by
Jack Beanian ..... ——— 22.00 ——— A. S. Smith

At post 2 mins. Off at 3.15. Time .24, 1.08½, 1.18½. Weather clear. Track slow. Scratched—None.

Alberta Lad, running under wraps until turning into the back stretch, uncovered sudden speed and quickly sailed to the front in the middle of the pace and running from the middle of the track gradually wore the leaders down to outstretch. Bar Sinister tired turning for home, but held a good margin of impossible defeat. Sunnyx Star tolled having the chale and threw his jockey.

Winner entered to be claimed for $500.

2249—FIFTH RACE—Claiming. Purse $300. For four-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. SIX FURLONGS AND THIRTY YARDS.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4230	Short Cut, Jr.'s (Cowell)	108	1	—	1½	1½	1½	1½	Palmer	2.80
4230	Sal Hepatica's (McBride)	114	3	—	2½	2½	2½	2½	Pelzer	4.10
4230	In the Eye's (O'Farrell)	112	1	—	3½	3½	3½	3½	Smith	1.50
4240	Kwamasti's (Tallon)	114	5	—	4½	4½	4½	4½	Schmitz	9.00
4190	Minnie Madoka's (Cox)	108	2	—	5½	5½	5½	5½	Kelly	5.00

10 MUTUELS. Sta. Pl. Sh. Trained by
Short Cut, Jr. ..... $9.10 $4.60 $2.80 B.G. Short Cut-Sir Choice
Sal Hepatica ..... ——— 4.20 2.40 Dr. Cole
In the Eye ..... ——— ——— 3.20 Carson Campbell

At post 1 min. Off at 4.30. Time .24, .48½, 1.17½. Weather clear. Track now fast. Scratched—None.

Short Cut Jr., displaying the most speed at all stages and setting ground throughout, easiered Sal Hepatica's determined challenge and outsteared the latter through the home stretch. In the Eye, following close on Sal Hepatica's heels, was forced to go to the outside and finished strongly. Kwamasti, who had tolerable effort service for home, but failed to get up in the final stretch. Minnie Madoka's Winner entered to be claimed for $1,000.

Overweight—Minnie Madoka 1 lb. Claimed—In the Eye, Kwamasti (1), Sir Rex (2).

2250—SIXTH RACE—Claiming. Purse $300. For three-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. ONE MILE.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4222	Spear Shot's (Tolvert)	114	1	3½	3½	3½	2½	1½	Kelly	4.80
4194	Stanlin's (Mahler)	112	2	1½	1½	1½	1½	2½	Pierce	2.10
4244	Brookwood's (Erickson)	118	3	2½	2½	2½	3½	3½	Perry	1.90
4244	Sparkset's (Hendrickson)	112	4	4½	4½	4½	4½	4½	Pelzer	7.10
4210	Christine's (McKee)	108	5	5½	5½	5½	5½	5½	Fredericks	33.00
4230	Shelbin's (McPhee)	112	6	6½	6½	6	6	6	Graham	42.40

10 MUTUELS. Sta. Pl. Sh. Winner
Spearshot ..... $11.10 $4.10 $2.00 B.G. Answer-Magic Shot
Stanlin ..... ——— 2.80 2.00 Trained by
Brookwood ..... ——— ——— 2.20 L. A. Sims

At post 1 min. Off at 5.15. Time .24, .48½, 1.14½, 1.44½. Weather clear. Track slow. Scratched—None.

Start good. Spearshot, ridden to the lead from the break, was challenged by Stanlin rounding the first turn but held on in the middle and Brookwood moved after pace a half and while meeting stubborn resistance from the leader showed more in reserve through the drive. Brookwood closed very fast and just missed being second.

Winner claimed to be claimed for $600.

2251—SEVENTH RACE—Claiming. Purse $300. For four-year-olds and older. Purse divided: First, $180; second, $60; third, $30; fourth, $15. ONE MILE AND ONE-SIXTEENTH.

Index	Horse and Owner	Wt.	St.	¼	½	¾	Str	Fin.	Jockey	Odds
4234	Shasta Lily's (Paterson)	110	6	2½	2½	2½	2½	1½	Fredericks	11.60
4234	Tom Tit's (Hendrickson)	112	1	1½	1½	1½	1½	2½	Pierce	2.90
4234	Jimmy's (Shirk Farms)	112	3	3½	3½	3½	3½	3½	Palmer	13.60
4230	Sunset Money's (Bowtell)	110	7	6½	6½	6½	6½	4½	D. Neal	42.00
4230	Trade Wind's (Hendrickson)	112	5	4½	4½	4½	4½	5½	Kelly	5.10
4222	Cut Watch's (Hickman)	108	2	5½	7	7	7	6½	Graham	16.00
4230	Jack Knight's (Johnson)	112	4	7½	5½	5½	5½	7	Crainpole	15.00

1 Parlay Entry

10 MUTUELS. Sta. Pl. Sh. Winner
Shasta Lily ..... $9.00 $5.00 $3.00 B.G. Hawthorne-Lovelust
Tom Tit ..... ——— 3.00 2.00 Trained by
Jimmy ..... ——— ——— 5.00 Rich Farms

At post 1 min. Off at 5.50. Time .24, .48, 1.13½, 1.45½, 1.51½. Weather clear. Track slow. Scratched—None.

Shasta Lily, restricted off the early pace, moved up on the outside after going three quarters and was urged through the final turn to the front and held off the mounted Jimmy, who, on reaching the drive, by not resisting the rive Tom Tit, Jimmy, shuffled back from the break, ran a dull race. Trade Wind tired from chasing the pace.

Scratched—4218 Scirdy, 4230 Billy Walz, 4230 Russell Gardner, 4230 Minnie Dee, 4230 Sayre's Dream.

EUROPEAN CROPS ARE BELOW LAST SEASON

Russia and Rumania Only Countries With Possible Grain Surplus

LONDON, Aug. 16.—Europe will bear little North America heavy agricultural losses which a Summer of protracted drought and severe storms have occasioned from the British Isles to the steppes of Russia.

Reports from many countries where harvesting operations are about to begin showed today that Russia and Rumania would be the only ones with surplus cereal crops for export, while England, France, Italy, Germany and Austria would have subnormal yields of wheat, rye, oats and barley.

French and Italian wheat farmers have been suffering from fickle weather almost as much as have the grain growers of the United States floriet officials, however, reported Rumanian peasants are preparing to harvest a huge crop, with the prospect of having grain to spare.

England will market a smaller wheat crop than usual, as a result of a decrease of 300,000 acres in cultivation, but expects to obtain better prices for wheat because of conditions in America. Officials expect 1,364,000 tons of 1930 wheat compared with 1,271,000 tons last year. There should be 800,000 tons of barley, though last year's yield was 860,000. The estimate for oats is 1,347,000, compared with 1,522,000 in 1929.

WILL START WORK ON LAGOON ROAD BRIDGE

New Link Will Prove of Benefit to Motor Drivers in Belmont Park

Construction of a new timber bridge near Esquimalt Lagoon, connecting Belmont Road with Lagoon Road, will be completed at once under the supervision of the Department of Public Works, for the provision of a facility that is likely to prove popular with motorists in the use.

The bridge will be of heavy timber construction and will link up the Belmont and Lagoon thoroughfares in a way that will extend scenic drives in the area, by making long circuits possible without retracing the same roads. Work is to start next week at the scene.

GERMANY HAS WETTEST AUGUST IN 20 YEARS

BERLIN, Aug. 16.—This is the wettest August that Germany has seen in twenty years.

The northeasterly gales and heavy downpours have had forty-eight hours continued all day over virtually the entire country, especially on the North Sea coast, where more than an inch of rain has fallen in twelve hours.

Liverpool, England, is to have an ice rink with a capacity of 1,000 skaters.

The Spotlight BY GRANTLAND RICE

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CONCERNING THE NEW BALL

As the new golf ball goes into effect the first of the year and only a few months are left for the old ball's flight down the fairway—or over the fence into out of bounds country—several energetic young pseudonts have suddenly started writing about it. Most of them have it denounced. Others are curious to hear about it.

The majority have not tried it out and have an idea that all it will mean will be lots of distance and a higher score. And most of them have scores already high enough to make them yearn for mayhem and murder.

I don't think the new ball will make any particular difference. For the average golfer, and he is 99 per cent of the game, it will have its advantages and disadvantages.

Here are the advantages:

1. It is easier to get into the air.
2. It travels as far with the wind and about as far on a quiet day.
3. It affords a much better lie when it brings back the brassie and the long iron to the average player.
4. It rids down a bit more quietly on the green.
5. It looks easier to play and easier to hit and is a mental relief.

Here are the disadvantages:

1. It isn't as long as the wind.
2. It increases the arc of a slice or a hook.
3. It won't skip as buoyantly through bunkers on a topped shot.
4. If anything, it is not as easy on the putting side.

These are honest observations, with no thought in mind except to approach the truth.

THE DIFFERENCE

When I say the difference will be slight I base it upon a considerable amount of play—and upon one leading example.

A short while ago we were playing at the Nakoma Golf Links. One of the members of the football group was bounding along like a wild horse. He wet out in 35. He came back in 38, with a lie where he misjudged the distance to a green after a well hit shot. He had a 74, which he admitted was somewhat beyond his pace.

That afternoon we started out again. He holed his putt on the first with a ball that had seen some service. I picked it out and handed it back. I noticed it was the new and larger, lighter ball.

"I see you are playing with the new ball," I said.

"No," he answered, "I never hit one of them in my life."

"But this is the new ball," I replied.

He took a close look and admitted that was the same ball he had used for his 74 in the forenoon.

"But I never knew it was the new ball," he said. "I meant to buy one of the others, the present size. I can see now," he added, "why I had so many good lies where the ball seemed to be sitting up and high. I was using a brassie as well."

This happens to be a true story. It has nothing to do with any ballyhoo for the new ball, since it happens to be the writer's contention that player should be allowed to use any size or weight he wants to use.

We've already had too many people telling us what we will eat and drink and play with. And it was usually something they didn't like—and naturally didn't want anybody else to like—that being human nature in the raw. But this one example proves how slight the change really is. When a veteran golfer who has been hammering the old ball all his life doesn't know that he is playing with the new ball after eighteen holes, there can't be any devastating departure—any change that makes any vital difference.

OTHER VIEWPOINTS

Horton Smith dropped in the office and I asked him what he thought of the new ball.

"In three months after it is in use," he said, "I don't think any one will remember the old ball—or the difference."

Later on, in playing with Glenna Collett, I noticed she was playing with the new ball.

I asked her if she was getting ready for the 1931 championship.

"No," she said, "I play with the new ball because I can get it up better and it isn't such a strain in making carries. I like the feel of it from the tee. I found I could make the long carries at Pebble Beach last Summer better with the new ball than the old. I don't have to dig so much for brassie shots and long irons. I'm playing with it because I like to play with it. Maybe I may not score quite as well, but it is more fun."

And golf to Glenna Collett is more a matter of fun than anything else. There probably never was a champion who took the matter of winning a championship with less seriousness. Glenna can win or lose a title and if you call her the difference ten minutes later you are the world's greatest mind reader.

Anyway, the new ball is coming. As the situation looks now, it should have fully as many advantages as it has disadvantages. And it will have more advantages for those playing longer courses, away from the swirling winds of the seaside links. It is certainly not as useful a sermon as it is a sermon. It is a better scoring ball on a quiet day.

Walter Lewis, a Stanley, England, farmer, has found that money which he had been putting in a letter box to pay for stamps, has been consistently stolen. Until, the bird having kept the money in its nest.

ADJOINING STORES ON MAINLAND ROBBED AT SAME TIME BY BANDITS

VANCOUVER, Aug. 17.—Three bandits played a double-header at 1.30 o'clock Saturday morning when they looted the cash drawers of a Piggly Wiggly store at First Avenue and Hastings Street, and a Burns' butcher shop next door. From the latter place $150 in cash was obtained. H. H. Morris, manager of the Piggly Wiggly store, reported to police that he was unable to name the men from his butcher shop.

Two men perpetrated the robberies. They worked simultaneously in each store and escaped in a sedan car bearing an Alberta license.

Both holdup men were armed, one with an automatic pistol, the other with a revolver.

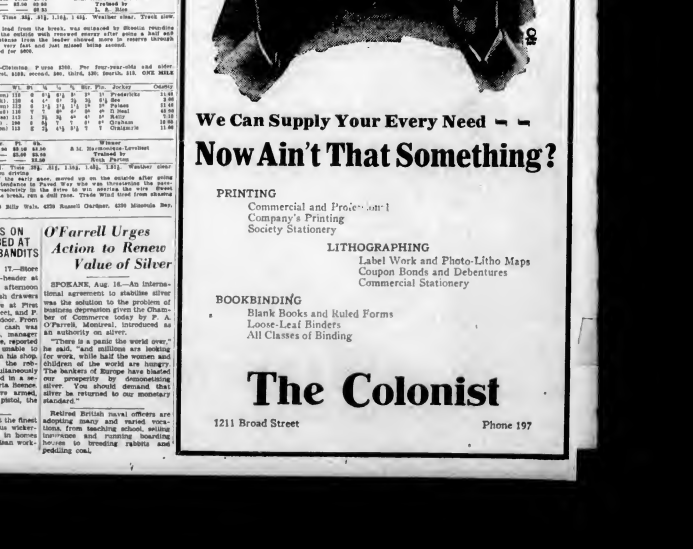
Minevra is boasting that the friend of Czechoslovakia's famous wrestler is now being made in homes of the city, where the artisan workers have organized.

O'Farrell Urges Action to Renew Value of Silver

SPOKANE, Aug. 16.—An international agreement to stabilize silver was the solution to the problem of business depression given the Chamber of Commerce today by P. A. O'Farrell, Montreal, introduced as an authority on silver.

"Silver is the gold in the world over," he said, "and millions are looking for work, while half the women and children of the world are hungry. Nations of Europe have blasted our prosperity by demonetizing silver. You should demand that silver be returned to our monetary standard."

Retired British naval officers are adopting many and varied vocations, from teaching school, selling insurance and running boarding houses to breeding rabbits and peddling coal.



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CHESS COLUMN

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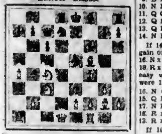
BLACK—Gemzoe



WHITE—W. Winter.

The play is the end of the last game.

WHITE	BLACK
13. Q B 1	13. B K 2
13. B K 3 !	
14. N x N	14. N x N
15. N Q 5	15. Q Q 2
16. N x B	16. Q x N
17. B K 3	17. P Q R 3
18. B N 6	18. R Q B 1
19. B B 6	19. Q K B 3
20. P B 4	20. N Q 2
21. R R 3	21. K Q 1
22. R Q 1	22. R K 1

If 22......, K B 2; 23. B Q 6 ch, K N 2; 24. Q K 2 ch, P B 4; 25. R N 2 ch.

23 B N 3 ch	23. K K 2
24. R x B ch	24. K x R

If 24.——, B x R, 25. Q B 3 ch; 26. P mates.

25. Q Q 2 ch Black resigns.

A brilliancy from the Eastern States.

WHITE Becknel	BLACK Gell
1. P K 4	1. P K 4
2. P Q 4	2. P x P
3. P Q B 3	3. P x P

3. ....., P Q 4. 4. K P x P, N K B 3! gives Black material equality and slight positional superiority.

4. B Q B 4	4. N K B 3

Black's best line is 4......, P x P; 5. B x P, P Q 4! 6. B x P, N K B 3! 7. B x P ch, K x B; 8. Q x Q, B N 5 ch; 9. Q Q 2! B x Q ch; 10. N x B, R K 1, and Black's pawn majority is on the side furthest from the enemy King, while his own King is already advanced to stop the White pawn majority. The pawn attack in the centre can be stopped by the Rook, and after P Q B 4 Black has a won end game.

5. N x P	5. B B 4
6. N B 3	6. P Q 3
7. Castles	7. Castles

7. ....., P K R 3 !

8. N K N 5	8. P K R 3
9. N x P	9. R x N
10. P K 5 !	10. N N 5

10. ....., N K 1 !; 11. Q R 5, Q K 2; 12. N Q 5; Q x P !

11. P K 5 !	11. Q R 5
12. P x R ch	12. K B 1
13. B B 4	13. N x B P
14. Q K 3	14. N N 3 ch
15. K R 1	15. B Q 2
16. Q R K 1	16. N Q B 3
17. Q K 6 ch	17. R x Q
18. P x R Q ns	18. B x Q
19. B x P mate.	

Instead of 7 B x P ch as in the second note, Marshall's trap is 7. N Q B 3, N x B; 8. N x N, P Q B 3; 9. N B 6ch, P x N; 10. Q x Q ch, K x Q; 11. B x P ch, B K 2; 12. B x R and should win.

The foregoing game and notes (in part) is from The New York Evening Post.

An original treatment of the French defence by the Indian, played in round two of the I.T.T.

WHITE Sultan Khan (British Empire)	BLACK O. M. Olsen (Norway)
1. P K 4	1. P K 3
2. P Q 4	2. P Q 4
3. P x P	3. P x P
4. B Q 3	4. B Q 3
5. N K 2	5. N K B 3
6. B K B 4	6. Castles
7. Castles	7. R K 1
8. Q N B 3	8. P B 3
9. B x B	9. Q x B
10. N N 3	10. K R 1
11. Q Q 2	11. B K 3
12. Q N K 2	12. Q N Q 2
13. Q R K 1	13. N B 1
14. N B 4	14. B Q 2

If 14 .....B N 5. 15. P K R 3 with gain of a temps. If 13. ..... N x N. 16. N x N, P K N 3; 17. Q R 6, N K 3; 18. R x N, Q B 1; 19. R x R with an easy win. Better lines of defence were 15......, P K R 3 or N N 3.

15. N (B4) R 3	15. B N 5
16. Q N 6 .	16. B x N
17. N B 6 ! !	17. N K 3
18. R x N	18. Q B 1
19. R x N	19. B N 2

If 16 ..... P x R, 20. Q x P ch; 21. N R 6 ch.

20. R Q 6	20. P K R 3
21. Q N 3	21. B x N
22. B x B	22. R K 2
23. B Q 2	23. Q R K 1
24. P K R 4	24. R K 3
25. R x R	25. R x R
26. P Q B 3	26. Q K 1
27. P R 3	Black resigns

28. B N f and Q Q 3 impend.

An I.T.T. game, both the latter are from The Times (London).

WHITE W. Winter (British Empire)	BLACK W. Gemzoe (Denmark)
1. P Q 4	1. P Q 4
2. P Q B 4	2. P Q B 3
3. N K B 3	3. N K B 3
4. N B 3	4. P x P
5. P Q R 4	5. B B 4
6. N K 5	6. Q N Q 2
7. N x P (B 4)	7. Q B 2
8. P K N 3	8. P K 4
9. P x P	9. N x P
10. B B 4	10. K N Q 2
11. B N 2	11. P B 3
12. Castles	12. R Q 1

Dr. Vidmar, at Carlbad, played 12. ....., B K 3 ! versus Capablanca.

The remaining moves are with the diagram at the head of the column.

CHESS NEWS AND NOTES

England.—Next year's meeting of the International Federation will be held in Prague and Czechoslavakia has undertaken to hold another team tournament for the Hamilton Russell Cup at this meeting. It has been decided that teams entering must be played in order of playing strength, and must always play in that order. When the reserve player comes in, he must always play at board No. 4. Anyone who has noticed the kaleidoscopic changes in the placing of the players at the Hamburg meet will appreciate the wisdom of this decision.

British Ladies' Championship—The tie between Mrs. Stevenson and Mrs. Hooke at Scarborough was played off in London, the former winning by two games to one. Mrs. Stevenson represented her country at Hamburg in the women's world championship.

Obituary—The undisputed king of puzzle makers, Mr. H. E. Dudeney, died recently at Lewes, aged seventy-two years. Like his predecessor, Sam Lloyd, the American wizard, he was profoundly interested in the royal game in all its branches, and he frequently turned to the chess board to provide mental recreation for his readers. He was president of the Sussex Chess Problem Fraternity which formed the embryo of the British C. P. Society.

United States—The Team Tournament—John P. Barry, one of the best-informed chess personalities in this hemisphere, writes in The Boston Transcript as follows: "Poland triumphed in the I.T.T., with Hungary a close second. The United States ended in sixth place. While this is naturally a disappointment, it would have been a remarkable achievement for the American team, having only one real international seasoned master on it, to win in a field composed of several. This is no reflection on the other members of the American team, as the difference in ability with their winning competitors need be only a difference in tournament experience, yet be sufficient to explain the result.

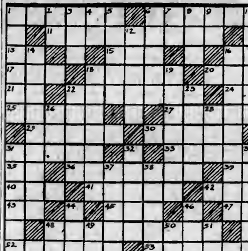
Poland, with Rubenstein and Tartakower, veteran grand master of the game, and Przepiorka, with slightly less fame, might well be heralded as the winning team, if it were not also true that other national teams competing had more than one grand master. Marshall and Kashdan did the bulk of the scoring for America, Steiner not as well, and young Anderson from St. Louis, after a splendid showing for twelve rounds, went to pieces. The strain was too much. Not since the time (now twenty-five years) when the United States boasted a contemporary, Pillsbury and Marshall, has this country had more than one grand master in the arena of chess. American players who might have developed to this high estate chose other fields of interest. Marshall alone remains. New talent has arisen, but with the exception of Kashdan gave no promise of attaining the heights.

Close to us, and substantially among us, came Capablanca from Cuba, who reached the pinnacle, and then young Torres, the Mexican, gave a flash of genius which suddenly waned. In Europe, however, in this period, many proclaimed masters have arisen. Why not so in America. It is too warm a season of the year to enter into a discussion of the subject, but it might be that in Europe, where the door of employment is closed in many directions, the field of chess offers a means of livelihood to one so talented. Here the need is not so great, nor the lure so appealing. Then there is the psychology of contact. To sit with a lion we often feel like one.

Lesser masters in Europe, being somewhat plentiful, find easy contact and association with the famous in chess. Common to the world of art, they have their own Bohemia. Each feels an equality, if not superiority, no matter what his actual rating may be. It is the conceit of imagined mastery which, with some talent to justify it, dissipates any notion of defeat—one half of the road to victory. In other words, a confidence that often awes superior talent linked with excess modesty. Possibly both these lines of reasoning may in part answer the writer's question, yet doubtless there is more to it."

The I.T.T.—The United States team won ten matches, lost three, to France, Austria and Hungary; drawing against Poland, England, Sweden and Czechoslovakia. Frank J. Marshall won ten, lost two and drew five; Kashdan won twelve, lost one and drew four; H. Steiner won seven, drew two, and lost six; Anderson won three, drew seven and lost seven. He lost the last five games.

The Daily Cross-Word Puzzle

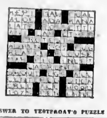


ACROSS

1. Plant of the cactus family.
6. Check.
11. Animals living on both land and water.
13. Right hand (ab.).
15. Beverage.
16. Junior (ab.).
17. A number.
18. Last Governor of New York State.
20. Beseech.
21. Exclamatoin.
22. Gratified.
24. Again, prefix.
25. Above (mus.).
27. The head (Lat.).
29. Imbibe.
30. Moves.
31. Cried like a dove.
33. Test a metal.
35. Preposition.
36. Netlike
38. The (Fr.).
40. A liquor.
41. American pioneer.
42. Telephone (ab.)
43. Pronoun.
45. Spare.
47. Milliliter (ab.).
48. Regard.
52. Musical dramas.
53. Spherical.

DOWN

1. Legislative Assembly of Spain.
2. Sun god.
3. Emperor (ab.)
4. Above.
5. Disgrace.
5. Assists.
7. A state (ab.).
8. Domestic animal.
9. Printer's measure.
10. Mark to shoot at.
12. Epic on the destruction of Troy.
14. The "Father of History."
15. A holy city.
19. Scandalize.
16. Metric measure.
22. One who pries.
23. A flower.
26. Fur.
28. Pairs (ab.).
31. Famous singer.
32. One who files records.
34. Shrieked.
37. Tunes.
38. Succeeding.
44. By.
45. Perform.
46. Down, prefix.
49. Note of the scale.
50. Negative.
51. Good, prefix.



ANSWER TO YESTERDAY'S PUZZLE

PATRICIAN SEDAN IS ATTRACTIVE EXHIBIT

Oldsmobile Canadian Car Has Added Refinements, Outstanding Mechanical Equipment

The Oldsmobile Patrician sedan, which attracts attention in any company, is one of the worthwhile points of interest at the motor show. It is one of the many new Oldsmobile models which have been gaining prestige all season. A Canadian car that appeals to Canadians, the Oldsmobile this year added many refinements and brought mechanical equipment to a new high standard. The cars now being displayed are the cars which have been tested and found satisfactory by thousands of discriminating buyers throughout the Dominion.

The inviting appearance of the Patrician sedan is in part due to the upholstering, which is in a beautiful shade of broadcloth. This car is also equipped with side torchere lights, arm rests, silk assist cords and robe rail. De luxe body types have six wire wheels, tires and tubes, the two spares being mounted and locked in front fender wells. There are also chromium-plated bumpers.

The L-head design engine of the Oldsmobile develops sixty-two horsepower at 3,000 revolutions per minute. Faster acceleration and improved hill-climbing performance have been noted by the drivers of this year's models. A new type of carburetor has been used, which enhances smooth engine performance, increased gasoline economy, and which is easily adjusted. It is equipped with special adjustment to increase ease of starting in extremely cold weather. The mechanism of the fuel pump has also been simplified to provide exceptional performance.

Interiors of the Oldsmobile are uniformly roomy and luxurious. The best type springs have been used in the seats. A fine quality of silk mohair is used for the upholstery of most of the closed models. Metal fittings are by Ternstedt. The new steering wheel is composition over steel, smooth on top, with finger grips on under side.

The front compartment of the Oldsmobile Six has received special attention at the hands of the engineers. The floor is covered with heavy rubber felt-lined mat, which is extended up over the toe and cowl boards. This not only provides an attractive finish, but also seals the front compartment from noise, dust and drafts.

OTTAWA, Ont., Aug. 16.—The popularity of June as a wedding month is shown by an increase of 83½ per cent in the number of marriages registered as compared with May, it is noted in a statement issued by the Dominion Bureau of Statistics. In Quebec, June weddings showed a lead of 140 per cent over those of the preceding month; Maritime Provinces, 68 per cent; Ontario, 83 per cent; Prairie Provinces, 42 per cent, and British Columbia, 66 per cent.

GRAND PRE WILL BE SCENE OF GATHERING

Several Nations to Attend Anniversary of Expulsion of Acadians

HALIFAX, N.S., Aug. 13.—Among the thousands who are expected to gather at Grand Pre on August 20 to celebrate the 175th anniversary of the expulsion of the Acadians from Nova Scotia will be a party representing the Association of Louisiana Acadians.

The Acadians of Louisiana are direct descendants of the people who were exiled from Nova Scotia in 1775. Invited to attend the celebration at Grand Pre, the association at once planned a pilgrimage, which will leave Lafayette, La., on August 29. Three days will be spent at Grand Pre, where the party will take an active part in the proceedings.

In order to give recognition to the different sections of the Acadian country of Louisiana, the association has recommended that a girl be selected to represent her community. These girls will participate in the celebration at Grand Pre, and will be dressed in Evangeline costumes, with a ribbon attached bearing the name of the town or parish she represents. It is understood that Dudley J. LeBlanc, president of the association, will be included in the party.

Plans for the celebration are progressing rapidly, and Hon. Justice A. T. LeBlanc, of the Supreme Court of New Brunswick, who will preside, recently announced that he had been assured that the British Crown and the Government of France would be represented. The Province of Nova Scotia will have a speaker, and it is anticipated that the State of Massachusetts, which played such an important part in pioneer days, will be represented. Many other speakers, from Louisiana, New England, the Maritimes and Quebec, are already on the accepted list.

ON A MOTOR CYCLE AT 76

Yet He Had Gout

TILL HE FOUND KRUSCHEN

"There goes a man who can tell you all about gout." If you heard this remark, you'd probably look for the victim in a wheelchair. But you'd see, instead, this mile-eating motor-cyclist and his sprightly passenger. And you'd be even more surprised to learn that it was the old gentleman on the rear seat who once suffered "unspeakable agonies." Read how he left his gout behind.

"For many years I was a martyr to gout, suffering unspeakable agonies. Then my relative recommended me to take Kruschen Salts, with complete success. I have never since had an attack, and, with the exception of an occasional twinge during the earlier part of the period named, I have been absolutely free from gout now for a long time, but I still take the little daily dose, 'prevention being better than cure.' I am now in my 76th year, and you should see me 'up' on the rear seat on my son's motor-bike. I have travelled with him in this way for many hundreds of miles, so there's life in the old dog still!" —C. G. J.

Gout, like rheumatism and lumbago, has its origin in intestinal stasis (delay)—a condition of which the sufferer is seldom aware. It means the unsuspected accumulation of waste matter and the consequent formation of uric acid which is the generic cause of all rheumatic complaints.

Kruschen Salts keep the organs of the body working actively so that all clogging impurities are removed from the system. And the result? Internal cleanliness—a pure, uncontaminated bloodstream, free from uric acid and those other body poisons which are responsible for so many obscure conditions of ill-health.

Kruschen Salts is obtainable at all Drug Stores at 45c. and 75c. per bottle.

BIG PONTIAC SIX HAS EXCEPTIONAL VALUES

Power, Speed, Reliability, Durability This Car Achieves a Position of Eminence

The big Pontiac Six, which has scored a success since its introduction early this year, is one of the outstanding attractions of any motor show. There is a general appearance of distinction to the Pontiac, and its record of performance has placed it definitely in the field of exceptional values. The "big car" qualities which distinguish the 1930 Pontiac are not confined to size alone. In power, speed, reliability and durability, the Pontiac has achieved a position of eminence. In the matter of comfort, this car is winning high praise. There is generous leg room, and the seats are scientifically adjusted for the maximum of riding ease. The Big Six engine, developing sixty brake horsepower at 3,000 r.p.m., provides a reserve of power that permits of tireless high-speed performance.

The performance of the Big Pontiac is suggested at once by its striking style. It is without question a beautiful car. Fisher craftsmen, through artistic blending of smart lines, charming colors and perfect proportions, have conferred upon the bodies of the 1930 Pontiac many new and distinctive elements of style. There are seven beautiful body models in the offering. Attractively finished in Duco color combinations, the closed bodies are upholstered in mohair of harmonizing hues. Spanish leather upholstery with fabrikoid to match distinguishes the open models.

Comfort is on a par with beauty and utility in the 1930 Pontiac. A sloping windshield not only improves appearance, but largely eliminates annoying reflections during night driving. Rubber cups on brake and clutch pedals seal the openings around pedal slots when the pedals are in normal position. An effective steering system operates on taper roller bearings of the new hour glass type, affording ease of control, as do also the adjustable driver's seats in the closed models. An all-metal military type visor, tilting beam headlights operated by foot control, and new instrument grouping on the ebony-finished panel also provide further elements of convenience and grace. A new built-in coil ignition lock operates from the instrument panel.

The springs have been improved to add to the delightful riding qualities of the Big Pontiac, and new spring covers insure permanently efficient operation. Lovejoy hydraulic shock absorbers now restrain spring rebound by means of solid metal, rubber-bushed links instead of straps, a change which enables them to become instantly effective.

GOSSIPS HAD HARD TIME

MULHOUSE, France, Aug. 16.—The famous "Gossip-Stone" still warns idle talkers as they pass the ancient, frescoed city hall. This stone, a mask that weighs twenty-five pounds, is in the Historical Museum, but a duplicate hangs on the end of the city hall, with a warning inscription. Its significance is evident from the big tongue hanging out.

Centuries ago gossips were punished by being compelled to walk the streets wearing the heavy stone mask. Its use is recorded as far back as 1551 and as late as 1761.

Spain will develop its system of highways instituted at great cost in the last five years.

SOUND AUCTION and CONTRACT

by WILBUR C. WHITEHEAD

The World's Greatest Authority

Bidding to Save Game

North: ♠ Q J 6 5 4 3 2; ♥ K 3; ♦ 3; ♣ K J 9

West: ♠ —; ♥ 10 9 5 4; ♦ A K Q J 2; ♣ 8 7 4 3

East: ♠ 10 8 7; ♥ Q J; ♦ 10 9 7 3; ♣ A Q 10 2

South: ♠ A K 9; ♥ A 8 7 6 2; ♦ 8 5 4; ♣ 6 5

Contract Bidding

	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.
South	1 ♥	3 ♠	Pass	Pass
West	2 ♦	Pass	5 ♦	Pass
North	2 ♠	4 ♠	5 ♣	
East	3 ♦	Pass	Pass	

Auction Bidding

	1st Rd.	2nd Rd.	3rd Rd.	4th Rd.
South	1 ♥	3 ♠	Pass	Pass
West	2 ♦	4 ♦	5 ♦	Pass
North	2 ♠	4 ♠	5 ♠	
East	3 ♦	Pass	Pass	

The above deal is an example of the final bids by both North and South and East and West being made with the object of preventing the other side from going game.

It just so happened that West's supposedly sacrificing bid of Five Diamonds would have been successful, though at the time it was made West could have no idea that such would be the case. North, however, readily sensed the situation and made the sacrificing bid of five Spades, thus saving game by being set one trick, a very substantial saving.

SALIENT POINTS OF THE BIDDING

Contract: South opens the bidding with one Heart and West overcalls with two Diamonds. North, with but the King and one Heart, does not feel justified in assisting that suit for, though he is short in Diamonds, it would almost necessarily cripple South's hand to have to trump a Diamond with the King of Hearts. This would deprive South of the lead of one top round of the trump suit.

On the other hand, though North has not an original Spade bid he had such length therein that should partner hold good Spade support, or mediocre Spade support and the Ace of Clubs, a game seems very probable with Spades as trump. He accordingly bids two Spades.

East has one assist for the Diamonds, and bids three Diamonds. South bids three Spades. West in reality has a rebid of Diamonds, but since North and South have not as yet bid for game, he has some hope that his defensive bid and East's assist thereof may deter North from bidding for game, and, therefore, passes.

North, however, has no idea of passing up the opportunity to bid for game at Spades after partner has once assisted him.

East does not feel justified in giving two more assists in Diamonds since West's defensive bid may well have been an over-bid of one trick in order to over-call the original bid of one Heart. If such were the case, the loss would be out of proportion to the saving of game. He, therefore, passes and South does likewise.

West now feels that there is no doubt of the fact that North and South have a game at Spades, and though a bid of five Diamonds would apparently be set one, possibly two, he has 100 honors to partially offset this loss.

North feels that the freakishness of the bidding and his own hand indicate little defence against the Diamond bid. It would appear that East's one assist was given on Diamond length and Club strength, so that his K-J-9 of Clubs probably have little defensive value. He, therefore, bids five Spades which concludes the bidding.

East cannot realize the Club situation and therefore does not double. West does not feel that he should double for the reason that since he is blank in Spades, North might also be blank in Diamonds, in which case the only tricks to be taken by East and West would have to be taken by East.

Auction: South opens the bidding with one Heart. West bids two Diamonds; North, two Spades; East three Diamonds, and South three Spades.

In this situation North and South will go game if they make four Spades, so West rebids his Diamonds now instead of waiting for another round as at Contract.

North bids four Spades. East passes as does South, and West bids five Diamonds, over which North bids five Spades, concluding the bidding.

THE PLAY

East opens his fourth best Diamond, which West wins with the Jack. West returns the three of Clubs up to weakness in Dummy. North plays the Jack in hopes that West has led away from the Queen. East takes the trick with the Queen and since but one more trick is required to defeat the contract, he lays down the Ace of Clubs, instead of trusting West for a Heart trick which might possibly give him three instead of two tricks in Clubs. This is the safest play, and in reality it makes no difference since North could either have ruffed a third Club in Dummy or set up the fifth Heart in Dummy and discard the third Club in own hand.

North and South, of course, take the remainder of the tricks. It will be noted that if West had been allowed to play the hand at Diamonds, he would have made five odd if he took the double finesse in Clubs, which would be imperative

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VICTORIA, B.C.

Homes of Beauty & Comfort

Informal Lines of The "York" Make It Alluring Dwelling

Architectural Design of This English Home Type Wish Its Rugged, Rambling Contour and Many Handy Contrivances Make It One Any Family May Be Proud to Own

Attached Garage Is Added Feature

THE lure of the English home becomes more evident when one studies the architectural design of these homes and recognizes the appeal which their rugged, rambling informal lines produce. A spirit of wholesome liveability pervades the homes and this spirit is usually expressed in the well-arranged rooms and the many handy contrivances that aid the home-maker.

The York, which is illustrated in adjacent columns, is one of these informal English homes that entwine themselves around the hearts of the home-lover. The irregular exterior lines, the quaint plank door with its hand-wrought hardware, the terra cotta baronial ornament in the stucco side wall and the half timber in the main gable, all make the York a desirable home.

Not only is the exterior quaintly English, but the interior carries out the same informal atmosphere. The large living-room, with its beamed ceiling and the great fireplace and the large master's chamber, and the attached garage, are all points of interest.

The York contains six rooms, bath, breakfast nook and attached garage. The home-seeker who is looking for plans that embody beauty and comfort will do well to study carefully the plans of this attractive home.

NOT EXPENSIVE

Yet the cost of building this home is less than might be expected. The exact figure cannot be stated readily as costs are dependent on local conditions and the final specifications.

The York is not a fanciful creation, but as can be seen from the illustration, is a home that has been actually built. The plans have great promise and the dwelling has lived up to the plans. It is a comfortable, liveable home—one that any family can be proud to own.

PLEASANT EXTERIOR LINES

Seen from the street the exterior lines of the York present a most pleasing aspect. The eye is immediately caught by the entrance with its quaint, plank door, protected by a bracket-supported hood. The use of half timbers also serve to focus attention on this part of the structure.

The side walls above the brick foundations are stucco.

Casement windows are used throughout the dwelling. The use of casements is a happy touch for this type of window is pre-eminently English. The slender muntin bars add character to the window openings, and aid the architectural feeling.

INTERIOR WELL PLANNED

The three rooms and garage, which comprise the first floor of the building, are laid out most conveniently. The living-room is reached from the concrete stoop outside through a vestibule with built-in seat and closet.

The living-room is large and built in keeping with the English atmosphere of the York. The ceiling of this room, which is twenty-five feet in length and fifteen feet wide, is beamed. A great brick fireplace is found at the end of the room. At one side are casement windows, at the other French doors leading to a terrace with a quarry tile floor.

This living-room occupies the end of the house and accordingly has windows on three sides. The ventilation and natural lighting is excellent. Two chandeliers hang from the ceiling, while side wall brackets provide additional lighting when needed.

The dining-room is eleven feet by fourteen feet and lighted by three casement windows across the front. Two China closets, one in each corner near the door leading to the kitchen are ample to contain all of the china, glassware and silver of the average family.

KITCHEN A DELIGHT

Passing through the swinging door leading to the kitchen, a breakfast nook is encountered. This is of the fold-away type, and when not in service, is hidden in a recess in the wall of the kitchen.

The kitchen is fifteen feet nine inches long. It is conveniently laid out with a series of cupboards flanking the work table and sink so that the housewife takes only a few steps when doing her daily chores.

Two hanging lights and two wall bracket lights over the sink and work table illuminate this room during the evening hours. The kitchen contains five casement windows of the outswinging type, which allow a flood of natural light and plenty of fresh air to enter the room. Several electrical outlets are available for such equipment as electric irons, percolators and toasters.

ONE CAR GARAGE

From the kitchen a door leads to the one car garage, which is a definite part of the dwelling. The floor of the garage is concrete. A floor drain in the centre of the room allows the car to be washed within the building and a sill cock enables the water to be withdrawn conveniently. The garage is lighted by casement windows and by a wall bracket for electric lighting.

At the extreme rear of the garage is a recess in the wall of ample size to contain a work bench. Here the man of the house can make minor repairs on the car and do other occasional jobs that the home owner is called upon to complete.

THREE LARGE CHAMBERS

A study of the second floor plan discloses three large chambers, chief of which is the master's room with its dressing alcove and two closets. These chambers are all well ventilated as each room contains at least two pairs of outswinging casement windows giving cross ventilation.

The use of centre lighting fixtures and wall brackets is adhered to in this part of the house. The guest chamber and the maid's room also contain closets.

The bathroom is conveniently located with reference to the chambers. It contains a closet for the storage of towels. The tub is modern, being built-in. Two brackets over the bowl provide electric illumination for the man of the house when he is shaving.

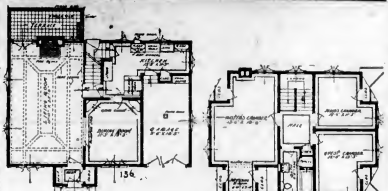
CONVENIENT BASEMENT

The basement is reached from a stairs off the kitchen. Here is found the warm air furnace which provides heat during the Winter months. An automatic hot water heater furnishes hot water when the furnace is not in operation.

The laundry with its two built-in tubs is located in one corner of the basement. It is served by a floor drain near the tubs.

The fuel room is located in the front of the basement, a steel coal chute off the garage being used to convey the coal to the bin. This room is also floored with cement.

"York" Is English Home of Six Rooms



SPRAYING OF POTATO FIELDS IS ADVISED

Farmers Are Urged to Cope With Blight Before It Becomes General

PRESQUE ISLE, Me., Aug. 16.—As the result of the finding of late blight or rust in the potato fields here and in Littleton, the Maine Bureau of Farm Extension Service has issued a bulletin urging immediate spraying or dusting in an effort to prevent the spread of the blight. It is the opinion of the Extension Service that many farmers can discover traces of rust if they look close enough. Many times it is not discovered until it has become general in the field. The bulletin states: "Spray or dust your potatoes immediately. Potato tops have made a very rapid growth and are very tender. In general, fields have not been sprayed as well as usual, owing to the weather; there seems to be plenty of moisture in the soil, and these conditions will probably give a heavy infestation of late blight. Bordeaux mixture or dust is a preventative for late blight and should be put on before blight makes its appearance. This may be the proper time to spray. Certainly, farmers in the potato business cannot afford to take a chance and should spray or dust thoroughly.

"The regular 10-10-100 Bordeaux should give perfect control of late blight if applied properly. Two or three nozzles to the row should be used to insure perfect coverage. Heavy applications of dust should be made. It is questionable if fifteen pounds per acre of dust at present will completely cover the immense amount of foliage in the fields."

CASEMENT WINDOWS IMPORTANT ELEMENT

This Design Is Easily Handled and Much in Favor for Small or Large Homes

"Casement windows are coming in," is a common expression these days among those interested in home building. They imply that casements are something new in architecture, and but few of their listeners realize that the history of casement windows in architectural design is largely the history of windows in general.

The casement window is the earliest type of movable window. Hinged or pivoted on the sides, it was flung open when air was needed. Its early beginnings were crude, and weather protection was scant, for the joints were not tight.

ENGLISH DESIGN AUTHORITIVE

The English, however, developed the application of the casement window to such an extent that they are cited as authorities in this type of design. It is interesting to note that the English craftsmen employed metal in their windows long before it was generally used in building construction. The use of metal casements with pivoted hinges, indeed, dates back to the fourteenth century.

Today as one journeys through England charming examples of casement window installations may be seen, many of them built during the fifteenth century. These windows are still serviceable, although their design is crude and their ability to resist weather impaired.

VENTILATION SECURED

The modern steel casement is but a development and refinement of the old metal casement of the Tudor days. While it retains much of the beauty of the old time casement, modern manufacturers have made much improvement in its construction. It is sturdy, durable, easy of operation. Today it is weathertight, whereas the older examples were not always so. One notable feature of the casement window is that the whole window may be thrown open for ventilation.

From the earliest beginnings of architectural history the casement window has had a highly prized and honored place in design, and with the modern improvements in construction added to its undoubted picturesque qualities, it is again coming into favor for use in homes both large and small.—Copyright, 1930.)

Miss Winifred Spooner, the British air woman, was among the entrants in the all-Italy race for light airplanes this year.

HOW TO BUILD HOMES AT A REDUCED COST

You Can Eliminate Construction Extras by Rejecting Items Which Are Not Required

Sometimes home builders find that the bids offered for the building of their hoped-for new homes run too high. By investigating these cases we learn that there are two principal causes. The first is the difficulty of picking out the right contractor. The second is the difficulty of making suitable changes in the plans and specifications to reduce costs.

The answer to both these questions is the same. Study your problem. It takes time, but this time is worth money to you, and you are justified in putting a lot of it in you home—the only home that you will probably ever build.

YOU CAN REDUCE COST

Stock plans and specifications are often prepared to suit the largest number of people under average circumstances. Study them carefully to see that they contain everything that you want to have. See that they do not call for what you do not desire. If there is an excess of millwork, too elaborate heating or plumbing systems, omit or substitute for these features. You can reduce the cost of almost any five or six-room house at least twenty per cent by eliminating extra items. Study them with your millman, with your plumber, with your heating contractor.

Sit down with your general contractor, or far better, with your architect, and see what he can offer in the way of sound substitutions that will not change the architecture or substantial quality of the building.

REJECT WHAT IS NOT WANTED

There is no justification for the millman to figure your plans for "special millwork" just because he does not happen to stock what is commonly carried and called for by the plans. Through agreement with you he should make substitutions of stock he does carry. Here is a way for you to keep costs down. But in order to do so you must be entirely familiar with the plans.

And, finally, but among the very first of all things in its importance in keeping down costs is the sort of arrangement you make with your contractor. Be businesslike about it, see that the plans and specifications list all that you require and that changes will not have to be made in them as the building proceeds. — (Copyright, 1930.)

BUS INTERPRETER BUSY

One of the busiest men in London this Summer is W. Browthers, interpreter for a bus company, who directs people in their own language. Besides English, his own tongue, he speaks German, French, Italian, Danish, Swedish and Japanese. "I can even talk American," he said, "which is just as well, for any number of Americans seem to think they need an interpreter in London."

TOE TEST FOR CRIMINALS

Detecting crime by observing toes of suspects is being tried in the Far East. If a gross offence is committed in a village, all the villagers are lined up, barefooted, and questioned. The questioner pays no attention to faces, but closely watches the toes. If they are "clawing down" into the ground, their owner is believed to know more about the crime than he cares to admit.

Chinese dramatic thrillers savoring of the supernatural or mysterious, have become the most popular films shown in West China.

DECIDE CAREFULLY ON COLOR OF HOME

White is the traditional color for the Colonial house, and many home owners believe that white alone makes an effective paint for such a building design. Your painting contractor, however, can suggest other color combinations that are equally suitable and artistic.

Do not decide rashly on the color for the house, be it Colonial or otherwise. Get advice and suggestions from the painter. He works with color combinations constantly and knows what colors are effective for your particular house.

WET BASEMENTS ARE SOURCE OF TROUBLE

Lower Portions Remain Dry When Walls and Floor Have Been Made Watertight

The annoyance caused by a basement or a cellar that is always damp or may become flooded with water during rainy seasons is well recognized. Many houses have damp or leaky basements which might have been made dry and watertight by a more careful study of the location and suitable precautions when the house was built.

For ordinary well-drained soils, the most important requirements in building watertight masonry basement walls is to make certain that the points are well filled with cement mortar and carefully pointed, and if the subsoil does not have good drainage, a line of drain tile placed entirely around the footing.

Down spouts from the roof can be connected with this line. The trench excavated for laying the tile should be backfilled with cinders or coarse gravel to within a foot or so of the surface, finished with material taken from the trench and sodded over. Joints between tile should be wrapped with pieces of burlap or sacking to prevent any sediment filling the line, and it is best to cover the line with a layer of larger stones to a depth of about one foot before filling the trench.

If the soil is very moist or the ground water level is likely to rise above the footing, the usual treatment is to apply two or more coats of Portland cement mortar to the exterior surface of the walls. Another common treatment of waterproofing is to coat the exterior surface with hot tar, pitch or other preparation.

Concrete floors in basements should be at least four inches thick. A five or six-inch slab is desirable if unusual loads are to be supported and, where pressure of ground water is heavy, an even greater thickness is recommended. In the latter case, steel reinforcement is used to strengthen the floor slab.

One-course construction is recommended for basement floors, the same mixture of concrete being used for the full thickness of the floor. The concrete slab commonly is placed directly on the earth. On soil which is waterlogged, however, a fill of cinders or gravel four to six inches thick and properly drained should be laid as a base for the concrete.

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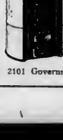

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MARINE and TRANSPORTATION

Sperm Whales Comprise Over Third of Season's Catch Taken by Whalers

Whales are not so plentiful as in previous years on the Queen Charlotte Island grounds was the information released at the office of the Consolidated Whaling Corporation, Limited, yesterday morning; and, as a result, fewer whales have been taken by the vessels operating out of the stations at Rose and Naden Harbors. Reports from the stations, received on the arrival of the whaling tender Gray on her last trip into Victoria, after discharging a cargo of sperm oil at Vancouver, told of average weather on the whaling grounds, with little fog experienced until the beginning of August.

Both stations have had fair catches of the sperm variety, highly prized for its oil yield, the Rose Harbor boats having forty-nine of this variety to their credit, and the Naden Harbor vessels forty-two. The total catch of whales, including all varieties at the first of August, amounted to 242. Of these, Rose Harbor took forty-nine sperms, forty-one finbacks, seventy-nine seis and seven humpbacks, while Naden Harbor had forty-two sperms, eight sulphur bottoms, seven finbacks, eight seis and one humpback. Operating out of Rose Harbor, the White, Captain Harry Anderson, was high liner with fifty-one whales, and at Naden Harbor, the William Grant, Captain W. Heater, was high liner with thirty-eight.

CANADIAN PACIFIC
CANADA'S GREATEST STEAMSHIPS
Empress of Britain 42,000 Tons 1931 — Empress of Japan 26,000 Tons 1930

FROM MONTREAL
To Glasgow-Belfast-Liverpool
Aug. 29, *Sept. 27 .... Melita
Sept. 12, *Oct. 11 .... Minnedosa
Sept. 19 .... Duchess of Richmond
*Not sailing at Liverpool
To Cherbourg-Southampton-Hamburg
Sept. 3 .... Montcalm
Sept. 16 .... Montclare
To Havre-London-Antwerp
Aug. 26 .... Metagama
Sept. 11 .... Montrose
To Liverpool
Aug. 27, Sept. 17 .... Duchess of York
Sept. 4, Sept. 26 .... Duchess of Atholl
Sept. 10 .... Duchess of Bedford
FROM QUEBEC
To Cherbourg-Southampton
Sept. 4, Sept. 23 .... Empress of Australia
Sept. 6, Sept. 30 .... Empress of Scotland
Sept. 16, Oct. 8 .... Empress of France

FROM VANCOUVER and VICTORIA
To Hawaii-Japan-China-Philippines
*Sept. 4, *Oct. 30 ... Empress of Japan
Sept. 18, Nov. 13 ..... Empress of Asia
*Oct. 2, *Nov. 27 .. Empress of Canada
Oct. 13, *Dec. 8 ... Empress of Russia
*Including call to Honolulu

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CANADIAN PACIFIC
SPECIAL DAY EXCURSION TO Vancouver
Tuesday August 19, 1930
On the
Princess Patricia
Leave Victoria.....8:30 A.M.
Leave Vancouver..5:30 P.M.
Return Fare $2.50
Children Under 12 Years Half Fare

NEW ZEALAND AUSTRALIA via HONOLULU and SUVA
The new and well-appointed passenger liners sail from Vancouver, B.C., and Victoria, B.C.
R.M.S. "Niagara" .... Aug. 20, Oct. 15
R.M.Ms. "Aorangi" .... Sept. 17, Nov. 12
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Spend your Vacation in SAN FRANCISCO, stop at the HOTEL STEWART
On Geary Street, just off Union Square, close to best stores, cafes, theatres. Good accommodations at moderate rates. Best known meals in United States. Municipal car passes door. Stewart Bus meets trains and steamers. Advisable to make reservations in advance of arrival. Chas. A. and Margaret Stewart, Proprietors.

MILL BAY FERRY

Ferry Leaves Brentwood		Ferry Leaves Mill Bay
8:15 A.M.	DAILY INCLUDING SUNDAYS	9:00 A.M.
9:30 A.M.		10:15 A.M.
11:00 A.M.		11:45 A.M.
12:15 P.M.		1:00 P.M.
2:00 P.M.		3:45 P.M.
3:30 P.M.		4:15 P.M.
5:00 P.M.		5:45 P.M.
6:15 P.M.		7:00 P.M.
7:30 P.M.		8:15 P.M.

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MANY CASES OF LIQUOR ABOARD SEIZED VESSEL

British Ship Vedas Caused Much Activity Among U.S. Coastguard Craft

BOAT HELD BECAUSE OF FALSE CLEARANCE

WINDSOR, Ont., Aug. 16.—Believed to have on board a cargo of 10,000 cases of liquor, a 150-foot British steamer, the Vedas, is held here by Canadian Customs officers. The boat was placed under seizure yesterday in Lake Erie, off East Sister Island, brought up the Detroit River to the Government dock and, although the crew of twenty-six men were questioned, customs men declared they are not being held.

The officers of the preventive service were reticent regarding the seizure, although members of the United States Coastguard service were thrown into activity Friday when it was reported that the ship was at large on the lakes, and every possible boat was pushed into service to keep it from landing on the American side. The Canadian officials are inclined to minimize the entire proceedings. They declare the boat is held on a mere technicality and it may be released any time.

VEDAS SEIZED

OTTAWA, Aug. 16.—The Department of National Revenue was informed late this afternoon of the seizure of the steamship Vedas on Lake Erie. This ship has been under close watch evidently by the preventive force of the department for some time. It was formerly the Shearwater, a British ship.

At Montreal she loaded a cargo of beer and cleared for Port Arthur, according to the telephone information received by the department. She is claimed to have discharged some 3,000 cases on Lake Erie to United States craft. She was seized on the grounds that her master had made out a false "outward," which declared she was going to carry her entire cargo to Port Arthur. It is probable the Vedas will be held until this alleged breach of coastal laws has been straightened out.

Plans Solo Flight Over Atlantic Ocean

J. ERROL BOYD

Co-pilot of the Bellanca monoplane Columbia on the round trip, New York to Bermuda, plans a solo flight from New York to London as soon as weather permits. He intends to demonstrate a new simplified system of navigation, and expects to cover the 3,000 miles within thirty hours.

CARRIERS OF CARGO

The Condor arrived at James Island wharf at 5 o'clock yesterday morning, according to King Brothers, local shipping agents, with nitrate from Chile. The firm also reported the Cascade to sail from the Canadian Puget Sound Mill wharf late last night. Coming to King Brothers, the Ss. Texada, Kingsley Navigation Company freighter, is due at Ogden Point Piers at 5 o'clock this morning from California, and after discharging local freight will proceed to Vancouver.

NOTICE

To Whom It May Concern:
I, IVER DOUGLAS A. SEELEY, will not be responsible for any debts incurred by my wife, Annie Mary Seeley.
IVER DOUGLAS A. SEELEY.

Swedish Schoolship in Swinemuende

A View of the Swedish Training Ship on Its Visit to the Harbor of Swinemuende. Sweden Still Has Several of the Old Type of Sailing Craft in Commission, Aboard Which Young Sailors Get a Thorough Grounding in Seamanship.

Ocean and Coastwise Movements

Vessel Movements

PORTLAND, Aug. 16.—Arrived: Silverado, Los Angeles; Manley, Baltimore; Plow City, Baltimore; Kewanee, Los Angeles; William Isom, Los Angeles. Sailed: Sidney M. Hauptman, North Atlantic; Schwaben, Antwerp; Peru, Copenhagen; Samuel Bakke, Astoria; Port Braug, San Francisco; Tiverton, San Francisco; Munleon, Los Angeles; George Washington, Oslo.

TACOMA, Aug. 16.—Arrived: Brookdale, Los Angeles; Portland, Hamburg; Golden Cloud, Wellington; West Orama, New York; Topila, Los Angeles. Sailed: Emma Alexander, San Francisco; Brookdale, Los Angeles; Bintang, Singapore; Golden Cloud, Wellington.

SEATTLE, Aug. 16.—Arrived: Masama, Sandpoint; Nictheroy, Rotterdam; Ipswich, Vancouver; San Domingo, Philadelphia; Elymont, Los Angeles; Abrun, New Orleans; Admiral Halstead, Puget Sound ports; Arabia Maru, Yokohama; Shelton, Manila. Sailed: Portland, Hamburg; Brookdale, Aleutian, Alaska; Paris Maru, Yokohama; West Orama, Sacramento and New York; Pacific Shipper, Glasgow; Jacob Luckenbach, Tacoma; Emma Alexander, San Diego; San Pedro, Philadelphia; Leeds City, London; Golden Cloud, Sydney; Yellowstone, San Francisco; Margaret Dollar, Shanghai.

ARRIVED

ANTWERP, Aug. 14.—Oakland, San Francisco.

OSAKA, Aug. 14.—Tahiko Maru, Grays Harbor.

SAILED

NEW YORK, Aug. 16.—Pennsylvania, San Francisco.

BRISBANE, Aug. 16.—Boren, San Francisco.

SINGAPORE, Aug. 16.—Silver Oak, Los Angeles.

HAMBURG, Aug. 14.—Sanfran, Portland.

KOBE, Aug. 15.—Hawaii Maru, Seattle.

PANAMA CANAL, Aug. 15.—Passed, bound west: Paul Shoup, New York for San Francisco; Canadian Leader, Montreal for Australia; Zealandic, Liverpool for Wellington; Cape Ortegal, Kingston for Pacific ports.

Weather Report

ESTEVAN—Part cloudy; northwest, light; 30.55; 62; smooth.

PACHENA—Overcast; southeast, light; 30.07; 57; light swell, foggy seaward.

CARMANAH—Overcast; southeast, light; 29.98; light chop.

CAPE BEALE—Fog; east, light; 30.02; light swell.

Wireless Report

(Estevan, 4 p.m., unless otherwise stated.)

BENVENOE—Bound Vancouver, 160 miles from Vancouver.

West Coast Mails

(Effective June 26, 1930)

AHOUSAT, BAMFIELD, CACHALOT, CLAYOQUOT, ECOOLE, ESPERANZA, CLAYOQUOT, ECOOLE, HOT SPRINGS COVE, KILDONAN, KYUQUOT, NOOTKA, PORT ALBERNI, PORT RENFREW, SAN MATEO, SECHART, TOFINO, UCLUELET

Mails close at Victoria—1st, 6th, 11th, 16th, 21st, 26th, each month, 10 p.m.

Mails due at Victoria seven days later.

CLO-OOSE, KARAWIS

Mails close at Victoria—1st, 11th, 21st, each month, 10 p.m.

Mails due at Victoria seven days later.

ESTEVAN POINT

Mails close at Victoria—6th, 16th, 26th, each month, 10 p.m.

Mails due at Victoria seven days later.

CENTRE ISLAND

Mails close at Victoria—21st, each month, 10 p.m.

Mails due at Victoria seven days later.

CACHALOT, CLAYOQUOT, KYUQUOT, TOFINO

Mails close at Victoria—2nd, 7th, 12th, 17th, 22nd, 27th, each month, 8:30 a.m.

Mails due at Victoria seven days later.

KARAWIS

Mails close at Victoria—2nd, 12th, 22nd, each month, 8:30 a.m.

Mails due at Victoria seven days later.

ESTEVAN POINT

Mails close at Victoria—7th, 17th, 27th, each month, 8:30 a.m.

Mails due at Victoria seven days later.

CENTRE ISLAND

Mails close at Victoria—22nd, each month, 8:30 a.m.

Mails due at Victoria seven days later.

CLO-OOSE

Mails close at Victoria—8th, 18th, 28th, each month, 8:30 a.m.

Mails due at Victoria seven days later.

HOLBERG, PORT ALICE, QUATSINO

Mails close at Victoria—Tuesday, Friday, 1 p.m.

Mails due at Victoria—Tuesday, Friday, 7:15 a.m.

SAN MATEO, BAMFIELD, ECOOLE, KILDONAN

Mails close at Victoria—Tuesday, Thursday, Saturday, 8:30 a.m.

Mails due at Victoria—Monday, Wednesday, Friday, 4:30 p.m.

UCLUELET, SECHART

Mails close at Victoria — Thursday, Saturday, 8:30 a.m.

Mails due at Victoria—Monday, Friday, 4:30 p.m.

Gulf Island Mail

(Effective June 23, 1930)

GALIANO, GANGES, SALT SPRING ISLAND, MAYNE, PENDER ISLAND, PORT WASHINGTON

Mails close at Victoria—Sunday, Wednesday, Friday, 11:15 p.m. Tuesday, 10 a.m. Friday, 8:30 a.m.

Mails due at Victoria—Monday, Friday afternoon. Sunday, Wednesday, Friday, 7:15 a.m.

BEAVER POINT, FULFORD HARBOR

Mails close at Victoria—Tuesday, 10 a.m. Wednesday, Friday, 11:15 p.m.

Mails due at Victoria—Sunday, Wednesday, Friday, 7:15 a.m.

SATURNA

Mails close at Victoria—Tuesday, 10 a.m. Wednesday, 11:15 p.m. Friday, 4:30 a.m.

Mails due at Victoria—Wednesday, Friday, 7:15 a.m. Friday p.m.

SOUTH PENDER

Mails close at Victoria—Tuesday, 10 a.m. Wednesday, 11:15 p.m. Friday, 3:30 a.m.

Mails due at Victoria—Wednesday, Friday, 7:15 a.m. Friday afternoon.

MUSGRAVE

Mails close at Victoria, Wednesday, Friday, 11:15 p.m.

Mails due at Victoria—Sunday, Wednesday, 7:15 a.m.

NORTH GALIANO

Mails close at Victoria—Sunday, 11:15 p.m.

Mails due at Victoria — Wednesday, 7:15 a.m.

Shipping Calendar

TO ARRIVE

NIAGARA—Australia, August 13.
NORENTA—London, August 18.
EMPRESS OF JAPAN—Orient, Aug. 22.
LOCH GOIL—London, August 30.
KINDERDYK—London, September 10.
DRECHTERDYK—London, September 13.
MISHIMA MARU—China and Japan, September 13.
EMPRESS OF CANADA—China, Japan and Philippine Islands, September 14.
PRESIDENT CLEVELAND—China, Japan and Philippine Islands, September 13.
BINTELDYK—European ports, September 25.

TO DEPART

NIAGARA — Honolulu and Antipodes, August 20.
EMPRESS OF RUSSIA — Orient, August 21.
HIKAWA MARU—Orient, August 20.
MOVERIA—England, August 24.
EMPRESS OF JAPAN—Honolulu, Japan, China and Philippine Islands, September 4.
PRESIDENT McKINLEY—Japan, China and Philippine Islands, September 4.
KOREA MARU—China and Japan, September 10.
AORANGI — Honolulu, Suva, Auckland and Sydney, September 17.
EMPRESS OF ASIA—Japan, China and Philippine Islands, September 18.
PRESIDENT GRANT—Japan, China and Philippine Islands, September 20.
HIYE MARU—China and Japan, September 20.

Yukon and Atlin Mails

Mails for the Yukon and Atlin will be dispatched from Vancouver and Seattle during the month of August as follows:

Princess Louise—Vancouver, 4 p.m., August 6.
Princess Alice — Vancouver, 6 p.m., August 8.
Princess Charlotte—Vancouver, 6 p.m., August 9.
Princess Louise — Vancouver, 4 p.m., August 13.
Princess Alice — Vancouver, 6 p.m., August 16.
Princess Charlotte—Vancouver, 6 p.m., August 20.
Princess Louise — Vancouver, 6 p.m., August 26.
Northwestern—Seattle, 4 p.m., August 16.
Princess Charlotte—Vancouver, 4 p.m., August 30.
Alameda—Seattle, 6 p.m., September 2.
Via Vancouver — Mails close 1 p.m., August 3, 6, 6, 13, 16, 20, 23 and 30.
Via Seattle — Mails close 3:15 p.m., August 26, September 2.

Transpacific Mails

CHINA AND JAPAN

AUGUST

*AFRICA MARU (via Vancouver)—Mails close August 2, 11:15 p.m. Due at Yokohama August 18.

*TALTHYBIUS (via Vancouver)—Mails close August 4, 1 p.m. Due at Yokohama August 20.

EMPRESS OF CANADA — Mails close August 7, 4 p.m. Due at Yokohama August 21; at Shanghai, August 24; at Hongkong, August 27.

PRESIDENT MADISON — Mails close August 9, 4 p.m. Due at Yokohama August 21; at Shanghai, August 26; at Hongkong, August 30.

*NIKAWA MARU—Mails close August 20, 1 p.m.

PRESIDENT JACKSON — Mails close August 23, 4 p.m. Due at Yokohama September 3; at Shanghai, September 6; at Hong Kong, September 13.

†IXION (via Vancouver) — Mails close August 28, 1 p.m. Due at Yokohama September 16; at Hongkong, September 23.

*Mails for Japan only.

†Mails for Japan, Hongkong and Canton only.

AUSTRALIA AND NEW ZEALAND

MAKURA—Mails close August 4, 11:15 p.m. Due at Wellington August 30; at Sydney, August 20.

‡SONOMA—Mails close August 16, 11:15 p.m. Due at Sydney September 11.

NIAGARA—Mails close August 20, 6 p.m. Due at Auckland September 6; at Sydney, September 13.

TAHITI—Mails close August 21, 11:15 p.m. Due at Wellington September 22; at Sydney, September 27.

‡Mail for Australia only.

Honolulu Mails

August 10, 12, 13, 24, 26, 27, 31; September 6, 7, 6, 8, 11:15 p.m., via San Francisco.

SS. EMPRESS OF CANADA—Mails close August 7, 4 p.m.

SS. NIAGARA—Mails close August 20, 6 p.m.

SS. EMPRESS OF JAPAN—Mails close September 4, 4 p.m.

The British Legion is becoming one of the largest employers of disabled labor in England, its poppy factory employing 267 disabled ex-service men who made 31,000,000 poppies last year.

ARABIA MARU HELD UP OUTSIDE BY FOG

Japanese Liner in With Heavy Cargo of Silk and General Freight

Docking at Rithet Piers from the Far East at 12:45 o'clock yesterday afternoon, the Osaka Shosen Kaisha Ss. Arabia Maru, Captain Mujahara Yutaka, was delayed for several hours by fog off the straits early Saturday morning, necessitating slow steaming. The Arabia had sixty-eight passengers in her two classes aboard, thirty-eight in the first and thirty in the third. For Victoria, there were five first and four third class passengers.

With the exception of five Canadian and United States passengers, the cabin travelers were mainly Japanese business men with their families returning to the United States. Mr. and Mrs. W. B. Balden and son, of Yokohama, left the ship here, and Mrs. F. M. Holt and Miss J. Greguson, both teachers from Yokohama, continued to Seattle. The liner had a large cargo of freight aboard, consisting of 3,805 tons of general, 3,735 bales of raw silk, and three tons of silk goods. Freight discharged at Victoria consisted of 235 tons of general, eighty-five bales of raw silk, and two tons of silk goods. There were also ninety bags of regular mail and ten bags of air mail put off here. The Arabia Maru continued to Seattle at 4.30 o'clock yesterday afternoon.

MISSISSIPPIANS OUT TO ADVERTISE STATE

VANCOUVER, B.C., Aug. 16.—Mississipians, to the number of 200, in a special Canadian National train left here today under the auspices of the "Know Mississippi Better" tour. With special exhibition cars showing products of their state, a jazz band, a special colored orchestra, recording artist singers, and every asset to make their trip a success, the party will start a missionary trip across Western Canada. Their first stop being Kamloops. Afterwards they spend one day at Jasper, going to Edmonton, Biggar, Saskatoon, Rivers, Portage la Prairie and Winnipeg. In each of these cities the cars will be open for inspection, while the band will play and the orchestra render a programme over local radio stations. The party is headed by ex-Governor D. McMurphree and many prominent citizens of the state.

British Mails

SS. OLYMPIC (via New York)—Mails close August 17, 6:15 p.m.

SS. LAURENTIC—Mails close August 18, 1 p.m.

SS. EMPRESS OF FRANCE—Mails close August 21, 1 a.m.

SS. DUCHESS OF YORK—Mails close August 21, 1 p.m.

SS. ILE DE FRANCE (via New York)—Mails close August 22, 6:15 p.m.

SS. MELITA—Mails close August 24, 1 p.m.

SS. DUCHESS OF RICHMOND—Mails close August 25, 1 p.m.

SS. EUROPA (via New York)—Mails close August 25, 6:15 p.m.

Mail intended for transmission via New York must be so marked.

When forwarded by air mail over United States lines, mail sent via New York can be posted two days later than the dates indicated above.

YOUNG SAILORS HAD WEAK SPOT FOR MARMALADE

Captain of Mauretania Recalls His Youth in Sailing Vessels

SEAMEN WELCOME ON THE BARBARY COAST

"Our English lads liked pickled beef and the boys had a failing for Dundee marmalade," reminisced Captain S. G. S. McNeil, skipper of the Mauretania, as he settled down in his easy chair and gave an extra puff on his pipe, says a writer in an American paper.

The topic of conversation was the food eaten aboard the old sailing vessels when the clipper ships were queens of the seas.

"Our boat usually encountered the New Bedford whalers some place off the Cape of Good Hope. By that time we had been out a good many months and were limping along on short rations of salt pork and dried potatoes steamed. However, there was always something we did have plenty of, and that was Dundee marmalade—great eight-gallon stone jars of the sweet.

"I was born in Scotland, you know, in the little town of Cairn, and it was from the Scottish coast that I first sailed. I was a cadet and only thirteen years old. Being a boy I had a weakness for marmalade myself, but after eating it for nine or ten months even I grew tired of it.

PICKLED TWO YEARS

"We were ready to cast the marmalade overboard when a New England whaler drew up alongside of us and called out to know if we had any Dundee marmalade and added that they would be willing to trade some pickled beef for it.

"We gave a shout and lowered a boat with our boys and the marmalade. Back they came with the good old beef. I still recollect the first meal we had off that meat. And it had been pickled two and a half years in brine, at that, but how good it tasted to us. It had been prepared by the wives of the sailors in New England before the voyage—good fresh beef, salted down in brine. We always soaked it in fresh water and then boiled it, making sort of a stew, cooked with onions and whatever else in the way of vegetables we happened to have on board.

"On another voyage we sailed around Cape Horn and up to 'Frisco. By the time we neared the California coast, rations were again pretty low. Well, we dropped anchor in the bay and all of us that had shore leave set out for the free lunch counter at the foot of Market Street—those were the good old days of the Barbary Coast and the English Mission.

CALLED "LIME JUICERS"

"The best boiled ham I have ever eaten in my life came from that 'Frisco saloon—tender, pink, sugar-cured ham, streaked with white veins of fat—cooked to a turn. The tongue was just as good—I think the old cook told me that he always put plenty of spices in the pot when he boiled it. I could taste the bay leaf and the cloves.

"Some of the men who sailed with us knew 'Frisco like a book, for the older ones had been there in the days of '49. They said the free lunches had never changed at this particular saloon, and the keeper made money by it too, for the sailors flocked there in droves when they put into port and every mother's son of them bought drinks.

"Our men were known as 'lime juicers,' for we English always drank the juice of a lime every day to fight the scurvy. The sailors were subject to it because of the great amount of salt pork they ate. 'Here come the limeys,' the old bartender would shout when we hove in sight at the Barbary Coast saloon. But we were honest lads, at that, never eating more than went with our share of the drinks.

BOMBAY DUCK

"When we shipped into India rice and curry were naturally our chief diet. We usually took on board an Indian cook or two—they're called bhandaddys—and ate native dishes to our hearts' content. One of our favorites was 'Bombay duck' and with it our bhandaddy served mango chutney. All of the food was brought to us on a tray about two feet in diameter, the duck in the centre and around it the various dishes made to accompany it—dried fruits, strange little nuts and great dishes of rice.

ROOSEVELT FIELD, NEW YORK, Aug. 16.—Ted Lungren, Los Angeles aviator, took off with two mates in his monoplane for Old Orchard, Maine, on the first leg of a round-the-world flight, but a few minutes later he landed in milky fog at Mitchell Field, and gave up the attempt until tomorrow.

Sailing Ships to Be Scrapped on Seattle Beach

SEATTLE, Aug. 16.—Three more sailing ships, crowded out of sea lanes by steam and motor liners, are soon to be burned for their metal on the beach near here. Plans for scrapping the five-masted barkentines Katherine Mackall, Russell Havisida and Phyllis Comyn were announced today by H. E. Kelly and associates, shipbreakers here. They bought the vessels, which have been riding at anchor in Lake Union here for more than five years, from the Pacific Freighters Company, Inc., of San Francisco.

The ships, built in 1919 in Wilmington and Eureka, Cal., yards, were placed as steam transports to carry American soldiers to France, but when the war suddenly ended the Shipping Board turned the vessels over to the San Francisco firm. They were completed as barkentines to carry lumber and coal in transpacific trade.

Grain Handled by Western Candian Pacific Railway Lines Ahead of Last Year

VANCOUVER, Aug. 16.—Twice as many cars of grain have been loaded and handled on Canadian Pacific lines through the West during the past week as were loaded and handled to this date last year, according to W. M. Neal, general manager of Western lines, C.P.R., who returned from Alaska yesterday on the Ss. Princess Alice. In addition, the hold over of the 1929 crop is moving steadily to terminals, and with prices holding up against the movement of the new crop, the left over should be cleared up in short order, he pointed out.

To date the C. P. R. has handled eighty cars of the new crop, twice as many as at this date last year, and, generally speaking, the transportation companies are well ahead of the 1929 schedule as concerns grain movement.

"This is very important, of course," Mr. Neal said, "when it is remembered how many men, with their families, are directly concerned with the transportation of grain. There are thousands of men whose work is directly connected with transportation who were unable to find work last Fall, when terminal elevators were choked to capacity by the end of September, but who will be taken care of if the 1930 crop continues to move at its present promising rate. This means the circulation of money which, under conditions prevailing last year was tied up in grain lying in elevators."

Mr. Neal, who was accompanied on his Alaska trip by Mrs. Neal, returns to Winnipeg tonight.

SS. EMMA ALEXANDER SAILING SOUTHBOUND

Due to berth at Rithet piers from Seattle at 7 o'clock this morning, the Pacific Steamship Company's liner Ss. Emma Alexander, Capt. G. A. Harris, will depart two hours later for California ports with her passenger accommodation all taken. Passengers boarding the ship here are G. E. Purwell, Mrs. M. E. Thompson, Miss Lillian Garrard, Miss Florence L. Blake, Louis Kirkpatrick, J. McDonald, Mrs. A. L. Updegraff, Mr. and Mrs. M. P. Cameron, Mrs. M. Sherman, Mrs. L. Young, Mr. and Mrs. S. C. Parr, Miss Enid Brown, Miss Evelyne Forde, Mrs. E. S. Williams, W. J. Hogan, Miss Dulcie Turnbull, Mrs. M. Hendry, Mrs. S. R. Redgrave, Mrs. A. R. Lavelle, H. W. Simpson, Bert W. Lyon, Mrs. M. Middleton, Miss Maud Phillips, Miss E. Judd, Miss M. Plator, Mr. and Mrs. Benjamin Philippson, Stephen W. Tully, Mr. and Mrs. A. W. Kistner, Rev. Pat and Rev. Pete Corcoran, Charles A. Weeks, Miss Frances Hogan and Miss Helen Holbert.

VANCOUVER, Aug. 16.—Back from an extended trip to Eastern Canada in connection with construction of the C.N.R. Hotel, Col. E. J. Ryan, of the Ryan Contracting Company, which has the contract for the structure, stated today that additional subcontracts have been arranged, and that the work will be rushed to completion.

Come to JASPER for GOLF WEEK
SEPTEMBER 13 TO 20
You have never really played golf until you have played "The Bad Baby" (the 15th hole) at Jasper—one of the finest courses in the world. Plan now to come for the Totem Pole Tournament and the numerous other events to be held during Golf Week!
For full particulars inquire at City Ticket Office.
Chas. F. Earle, District Passenger Agent, 911 Gov't Street, Victoria, B.C. Phone 1242.
VICTORIA TO JASPER AND BACK AGAIN
$100.00 Includes first-class ticket and lower berth both ways—Room and Meals at the Lodge—Entry and Green Fees for eight days there.
CANADIAN NATIONAL
W-123

SEE NEW PLACES EAST this Summer
Low Fares Daily Round Trip from Victoria
Chicago $90.30

Minneapolis	$ 75.60
St. Paul	75.60
Milwaukee	89.10
Detroit	109.92
Cleveland	112.86
Toronto	116.90
Pittsburgh	124.06
Buffalo	124.92
Niagara Falls	124.92
Ottawa	129.60
Montreal	134.10
Washington, D.C.	145.86
Philadelphia	149.22
New York	151.70
Portland, Me.	151.90
Atlantic City	155.54
Boston	157.76

Similar reductions to many other Eastern cities. Choice of connecting routes. Liberal stopover privileges. Return limit October 31st.
Chicago, Montreal, Niagara, New York, New England, Washington, Quebec, Nova Scotia, the gay Atlantic seashore resorts have hosts of attractions for every taste. Enjoy a complete change. Bask on warm beaches. See friendly faces in the home town.
Let us help you plan a memory-making trip.
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The MILWAUKEE ROAD
AMERICA'S LONGEST ELECTRIFIED RAILROAD

FINANCE - COMMERCE - MARKETS

Stocks Fluctuate in Day Of Professional Trading; C.P.R. Gains Six Points

NEW YORK, Aug. 16.—The stock market registered a fresh bear onslaught today despite reactionary tendencies in the grain and cotton markets.

Prices fluctuated erratically in light and highly professional trading. In the early trading, prices reacted sharply from the high levels reached in Friday's bear squeeze, but a brisk rally soon set in. The trend was turned again in the final transactions, however, and many gains were lost.

Closing quotations in most important stocks were not more than a point on either side of the day's final levels. The price index of ninety leading shares showed a net decline for the day of only 2-5 of one point. The index of twenty rails, taken separately, showed a gain of 3-4. Total sales were 974,750 shares.

Radio was a weak feature early, declining nearly 3 points under heavy selling in response to the semi-annual report, showing preferred dividends only about 20 per cent earned, with consequent reduction of surplus. This pool favorite, however, reduced its loss to 1 1-4 points at the finish. U.S. Steel, after an early decline of 1 1-2, rallied to close about a point higher.

There was considerable short covering in the rails, which was not completed yesterday.

Reading, Norfolk & Western and Delaware & Hudson gained 3 to 4. Canadian Pacific also was strong, shooting up about 6 points, on denial of a rumored dividend reduction. Frisco lost 3 and Rock Island 2.

American Can lost nearly 3 points early, but was off less than a point at the finish. Shares losing about 1 to 3 points included General Motors, American Telephone, Worthington Pump, J. C. Penny, General Electric and Electric Auto Lite. Shell Union sagged to a new low, on selling in expectation of reduction or omission of the dividend.

The French franc was a shade lower, suggesting that the outflow of gold may have been checked. Sterling cables held at $4.87 1-6. The Spanish peseta reached a new 1930 low.

Railroad bonds further profited today from a steady inquiry, which has been a feature of trading this week on the New York Stock Exchange. Another group of new 1930 highs were registered by carrier obligations including several market leaders.

Trading was rather quiet during the half-day session with a firm trend maintained.

(Branson, Brown & Co. Ltd.)
(All Fractions in Eighths)

	High	Low	Close
Alleghany Corpn.	21-0	12-8	18-5
Allied Chem	303-4	301-4	303
Amerada Corpn.	25	24	24
Am. Can	126-5	108-1	124
Am. Car & F'dy	44-5	44	44
Am. For. Power	59-5	60-4	57-4
Amer. International	23	22-4	22-4
Am. Locomotive	40	40	40
Am. Smelters	65-0	68	65-3
Am. Steel F'dy.	37	36-4	36-4
Am. Sugar	11	11	11
Am. Sum. Tob.	11	11	11
Am. Super-Power	22	21-1	23
Am. Tel. & Tel.	209	207	208-4
Am. Tobacco "B"	249	247 4	248
Anaconda	46-7	43-5	46-5
Armour "A"	4-7	4-1	4-7
Ass'd Dry Goods	31	31	31
Atlantic Gulf	60	80	83
Atlantic Refinery	27-1	29-8	27
Atchison	216	211-8	211-2
Auburn Motors	115-4	111-4	112
Baltimore & Ohio	101-3	101-8	101-8
Bethlehem Steel	79-7	77-0	79-7
Borden Co.	75-7	73-4	75-3
Brooklyn Manhat.	64-7	64-4	64-7
Byers (AM) Co.	60-6	66	68-4
California Packing	62	62	62
Calumet & Ariz.	54	54	54
Calumet & Hecla	13-0	13-0	13-0
Can. Dry Ginger Ale	63-3	66-3	62-0
Canadian Pacific	177	172-4	176
Cerro de Pasco	46-4	46-4	46-5
Chesapeake & Ohio	46	45	45
Chic. Gt. Western	10-1	9-7	10-1
Chic., Mil. & St. P.	13-7	13-1	13-1
Chic. & Northwest	70	75	70
Chic., R.I. & Pac.	82-6	80-6	82-6
Chrysler Motor	28-3	28	28-4
Cities Service	27-5	27	27-4
Coca Cola	175	175	175
Colo. Fuel & Iron	47-0	47	47
Columbia Gas	00	07-3	00-0
Col. Graph'one Co.	15-0	14-5	15-5
Commercial Solvents	24-0	24-1	24-1
Cons. Gas	105-3	103-3	105-0
Cont. Motor	5-3	0-4	0-4
Corn Products	00-3	96-5	89-3
Crucible Steel	72-0	72-3	72-0
Curtiss Wright	5-4	5	5
Davison Chemical	27-4	30	31-4
Dupont Powder	115-6	111	111-3
Eastman Kodak	209	200	208
Elec. Auto-Lite	81-5	80	80-6
Elec. Bond & Share	79	73	78
Elec. Power	60-0	63-4	63
Elec. Storage Batt.	60	64	60
Erie	30	33	38
Fox Film "A"	43-0	42	40-4
Freeport Texas	31-6	31-6	41-5
Gardner Motor	3-4	3-4	3-4
General Am. Tank	88-8	83-6	86-6
General Asphalt	42-3	42-2	42-2
General Electric	70-0	69-1	69-0
General Food	53	53	53
General Motors	44-2	43-6	43-5
General Ry. Signal	75-0	73-3	70-0
Gen. Theatres Equipt.	00-6	28-0	30-5
Gold Dust	00-3	00-5	00-0
Goodrich Rubber	23-3	22-3	22-3
Granby	22-4	22-4	22-4
Great North. pfd.	70	70	70
Grigsby-Grunow	14-7	13-6	14
Gulf States Steel	00	35	35
Houston Oil	70-0	77-1	78-3
Howe Sound	38	38	38
Hudson Motor	30	29-5	29-3
Hupp Motors	19	18	18
Illinois Central	116-4	116-4	116-4
Inspiration	13-4	13-4	18-4
Intl. Cement	66	66	66
Intl. Comb. Eng.	6-7	5-6	5-6
Intl. Harvester	76-7	75-5	76
Intl. Match pfd.	77-0	76-4	76-4
Intl. Paper	17	16	17
Intl. Nickel	20-7	20-0	20-5
Intl. Tel. & Tel.	44-1	43-1	43-4
Johns-Manville	80-4	85-6	80-6
Kan. City South.	62-3	63-3	60-0
Kelvinator	15-3	13	15
Kennecott Copper	36-1	36-5	36
Kolster-Radio	3-0	2-7	3-0
Lehigh Valley	61	61	61
Liggett & Myers "B"	89-7	88	88
Louis. & Nash.	120	118	115
Mack Truck	54	54	54
Marlin-Rockwell	33	33	33
Max. Seaboard	22-0	21	21-7
Mid. Cont'nt Pete	26-1	24	24
Miss. Pacific	31-4	31-4	31-4
Montgomery Ward	33	31-5	32-4
Nash Motors	33-3	33-5	33-6
National Biscuit	80-7	79	80-4
Natl. Cash Reg.	44	43-4	44
Natl. Dairy Prod.	50-5	51-5	52
Natl. Power & Light	45	44	44-4
Nevada Cons.	14-0	14-5	14-5
N Y Air Brake	30-4	35-4	35-4
Norfolk & West.	225	224	224
North American	30-5	80-4	96-5
Northern Pacific	06-1	98-1	00-1
N Y Central	163	161	162
N Y, N.H. & Hart	106	103-4	103-4
N Y, Ont. & West.	6-0	5-5	6-0
Packard Motor	13-3	13-0	13-5
Paramount Public	56-7	54-1	53-0
Pathe com.	4	4	4
Pennsylvania R.R.	72	72	72
Pere Marquette	133-2	132-0	132-0
Phillips Pete	32-0	32	32-3
Puelia Ser. of N.J.	93	91-0	91-3
Pullman Co.	66	60	66
Radio Corpn.	40-0	39-1	39-3
Radio-Keith-Orph.	29-7	28-6	28-5
Reading	110	107	107
Rep. Iron & Steel	34-0	33-4	34
Royal Dutch	51	50-4	50-5
Schulte	6-4	6-0	5-7
Sears Roebuck	61-5	61-3	60-7
Shell Union	13-5	13-0	13
Simmons Co.	24-5	22-4	23-4
Sinclair Cons.	24	23-3	23-4
Southern Pacific	117	117	117
Southern Railway	81-0	81	81
Standard Brand	18-3	18	18
Standard Gas	87-3	86-3	86-4
Standard Oil, Cal.	62-5	61-4	62-4
Standard Oil, N.J.	73	70-4	71-6
Standard Oil, N.Y.	31-5	31-3	31-3
Stewart Warner	24-4	24-4	24-4
St. Louis & S. Fran.	80	80	80
Studebaker	30-4	30	30
Texas Co.	53-7	53-5	53-3
Texas Gulf Sulphur	57	56-1	56-5
Timken Roller	66	66-1	66-4
Trans-America Corpn.	21	20-5	21
Union Oil of Cal.	40-2	40-6	40-5
Union Pacific	216	210	212
United Gas (Texas)	14	13-5	13-5
U.S. Cast I. Pipe	31-0	31	31-4
U.S. Ind. Alco.	83	82	82
U.S. Rubber	20-5	20	20-5
U.S. Steel	166-4	163-1	166-5
Underwood Typ.	90-1	90-1	90-1
Union Carbide	73-4	70-0	72
United Corpn.	33-7	30-0	30-1
Util. Power & Light	31-6	31	31
Vanadium	80-6	80-4	87-0
Wabash	21	21	21
Warner Bros. Pic.	30-0	30-1	30-6
Warren Bros. Paving	45-4	45-5	45-5
Westing. Air Brake	37-6	37-6	37-4
Westing. Elec.	144-7	130-0	143-0
Willys-Overland	5-6	5-6	5-6
Woolworth	57-0	55-7	57
Yale Towne	38-4	38-4	38-4
Y'gston Sh. & Tu.	100	100	100
Yel. Tr'k & Coach	22-3	21-5	22-2

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Regular review of his holdings is, of course, a part of the routine service rendered the investor by the Bond Department. We believe, however, that a careful special analysis is particularly desirable at this time. Bond prices are advancing, but not all issues on upward at the same time. It is our counsel to clients to allow us to make a special review of their holdings and to revalue them in the light of today's conditions. We will be pleased to make similar confidential studies for any investor who cares to submit a list of his securities.

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(ESTABLISHED 1817).

	($5=£1)
Paid-up Capital	$37,000,000.00
Reserve Fund	30,750,000.00
Reserve Liability of Proprietors	37,000,000.00
	$104,750,000.00
Aggregate Assets 30th Sept., 1929	$454,031,486.88

A. C. DAVIDSON, General Manager.

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FOREIGN EXCHANGE

NEW YORK, Aug. 16.—Foreign exchanges irregular.

France—3.93 7-16; cables 3.93 9-32.
Italy—5.23 9-16; cables 5.23 10-16.
Belgium—13.96.
Germany—23.87½.
Holland—40.27.
Norway—26.80½.
Sweden—26.90½.
Denmark—26.80½.
Switzerland—19.44%.
Spain—10.57.
Greece—1.29%.
Poland—11.25.
Czechoslovakia—2.96⅞.
Jugoslavia—1.77½.
Austria—14.10½.
Rumania—.60½.
Argentina—38.75.
Brazil—10.85.
Tokio—49.37.
Shanghai—38.75.
Montreal—100.07 13-16.

STERLING EXCHANGE

NEW YORK, Aug. 16.—Demand 486 15-16; cables 487⅛; sixty-day bills on banks 484 11-16.

Market to Get Renewed Test Says Whitney

(Branson, Brown & Co., Ltd.)

NEW YORK, Aug. 16, 1930.—Whitney, of Wall Street Financial Bureau, says: With every indication that the high point of Friday's market represented a complete enough exhaustion of the short interest to remove its technical effect from the need of being considered as a market factor, we are entering what is perhaps as critical a week as we will see between now and the end of the year. What is to follow the first flush of advance, which has resulted purely from an oversold market condition, will certainly bear some close watching, for its value on the future trend of the market.

It is in the present week that we undoubtedly will have another attempt to break the market through at least the recent lows, if not the June lows, and it will be at such time that the amount and character of real buying will exercise its most significant effect. This same type of buying has been present in a moderate degree all through the last two months, but being simply of the "accumulation" variety, has shown no tendency to follow prices up from approximately the low points of that period.

The present situation, however, brings us close to the time when seasonal influences should exercise their effect on business to have this buying simply remain at the low points of the past, with the result that any decision on the part of these looking beyond current news, etc., that business is about to turn, should raise buying levels to points considerably higher than the former bottom figures. This means that any market recession from here should be met about half way down by the buying which has come up from the bottom, so that we can expect a definite stand to be taken at a third point, which will probably be as much higher from the lows of last week as those lows were above the June bottom. This in the Dow Jones' Averages would represent a level around 220-222, and with the ability of the market to prevent any violation of these levels, which I believe will be the case, think this will be the last drive on the market before it turns up in earnest.

At the moment there is an admitted absence of evidence showing a business turn, but what there is, on the other hand, is a distinct drying up of the evidences of business recession, with new aspects of this recession constantly thinning out and rapidly making room for signs of improvement to make their appearance. With the entire credit situation, in the form of reserve ratios, fortified banking, an abnormally low level of borrowings from the federal reserve system, and an almost unprecedented low ratio of brokers' loans to security values all constituting an ideal situation for business to turn in, it is not going to take much evidence of that turn to start the market up.

Calgary Oil Stocks

(H. E. Hunnings & Co., Ltd.)

	Bid	Asked
Devenish		.12
McDougall Segar (new)	.55	
McLeod		3.00
Richfield	.06½	

	High	Low	Close
Alta. Pac. Cons.	.08	.06	.06
Calmont	.74	.73½	.74
C. & E. Corpn.	.55	.55	.55
Dalhousie	.70	.66	.70
Eastcrest	.25	.00	.00
Home Oil	3.30	3.26	3.30
Homestead	.17	.17	.17
Mill City	.30	.30	.30
Mayland	.50	.50	.50
Mcll. Sec. (exp.)	.18½	.18½	.18½
Model	.23½	.00½	.22½
Royalite	18.50	18.00	18.00
Spooner Hill	.18½	.10½	.10½
United Oils	.25½	.25½	.28½

NEW YORK CLEARINGS

NEW YORK, Aug. 16.—The weekly statement of the New York Clearing House shows:

Total surplus and undivided profits, $1,205,221,000, unchanged.

Total net demand deposits (average), $82,063,000; decrease.

Time deposits (average), $24,711,000; increase.

Clearings, week ending today, $8,591,801,765.

Clearings, week ending August 9, $5,682,724,023.

Clearings this day, $976,288,449.

SALES BY POOL CAUSE DECLINE

Other Winnipeg Exporters Mark Time—European News Bearish

CASH SUPPLIES LARGE

(Branson, Brown & Co., Ltd.)

WINNIPEG, Aug 16.—After holding fairly steady and firm during the first half of today's session, wheat finally weakened and prices fell under the close yesterday. Trade volume was small, largely local and with a little buying for country accounts. Offerings light until prices were around or fractionally higher than the close last night, when the Pool was again selling, and this easily filled up the demand, which was very limited at all times. There was no outside interest shown and no new business developed.

The Pool reported that it had worked 750,000 bushels for export overnight and this morning, which is believed to have been at a price well under the market. Other exporters, shippers and millers are marking time.

Broomhall reported European weather as much improved, while private cables stated that Argentina, Australia, India, Russia and Danubian countries were all offering wheat freely.

Considerable rains have been received over large areas of the corn belt during the past week and while some states still need rains to break the drought, there is no doubt but what the situation has improved as regards corn and forage crops. The weather in the West continues mostly clear, with a few showers. We can see but little possibility of pulling the market at the present time as cash supplies are too large, especially in North America. Winnipeg futures closed 1 7-8 to 1 5-8 lower, right on the bids for the day, or near.

Coarse grains: These markets were all easier, especially oats. Scattered liquidation was in evidence. The only thing doing in the cash markets is an odd car of oats and barley, being taken by Eastern Canada. Futures closed 1 1-2 to 1 3-4 lower. Barley was 1-2 to 3-4 lower and rye 3-4 to 1 3-4 lower.

Flax was dull and weak, closing from 5 to 4 cents lower. No feature, with the demand flat.

	High	Low	Close
Wheat—			
Dec.	97⅞	96⅜	95⅜
May	108	101⅝	102⅛
Oct.	90	93½	93⅜
Oats—			
Dec.	41⅞	39⅜	40
May	48¼	41⅝	43⅜
Oct.	41⅞	40⅜	00⅛
Rye—			
Dec.	60	58⅜	80
Oct.	37⅞	59	58⅜
May	68¼	66	66
Barley—			
Dec.	39½	41⅝	41⅜
Oct.	40¼	38⅜	39⅜
May	47⅛	49¼	47⅛
Flax—			
Oct.	106	131	106

LIVERPOOL—Open, ⅛ @ 1½ higher; close, ⅜ at ¾ higher.

INDEMNITIES FOR MONDAY

	Bid	Asked
December	92⅜	97⅜
May	99⅜	109⅛
October	90⅞	96

CASH CLOSES

Wheat—No. 1 Nor., 81⅞; 2 Nor., 80⅛; 3 Nor., 38⅞; 4 W., 62⅜; 5 W., 79⅜; 6 W., 83¼; feed, 40⅜; track, 81⅞.

Oats—No. 2 C.W., 39⅛; 3 C.W., 36⅜; extra No. 1 feed, 35¼; 1 feed, 34⅜; 2 feed, 31⅛; rejected, 38⅜; track, 38⅜.

Barley—No. 3 C.W., 37⅜; 4 C.W., 33⅜; 5 C.W., 30⅛; 6 C.W., 38⅜; track, 37⅜.

Flax—No. 1 N.W.C., 181; 2 C.W., 187; 3 C.W., 184; rejected, 184; track, 181⅛.

Rye—No. 1 C.W., 66⅜; 2 C.W., 66⅜; 3 C.W., 60⅜; rejected, 86; track, 93.

VANCOUVER WHEAT

VANCOUVER, Aug. 16.—Futures quotations, Old.

Nov.	96⅛	98½	95⅜	99⅜
Jan.	99¼	89⅛	97⅜	97⅜

Cash — No. 1 Northern, 88⅜; No. 2 Northern, 87⅜; No. 3 Northern, 86⅜; No. 4 wheat, 80⅜; No. 5 wheat, 73⅜; No. 6 wheat, 60⅜; feed, 60⅜.

Money at Work

Earning—Saving—Investing

What an application for a real estate

loan should contain.

The application for a loan on real estate is one of the important steps in getting the loan concerning which the average man knows little. A typical correct application is given below.

This is the correct form for an application for a loan on business property:

"John Doe applies to the City Savings Bank for a loan secured by first mortgage on the property described below."

First mortgage—$37,000 at 5 per cent for four years.

Obligation— John Doe.

Location—Washington, D.C., 1700 Kilbourne Place.

Dimensions of lot—67.1 by 130 feet.

Dimensions of building—67.1 by 100 feet.

Stories—Three.

Condition of building. Good.

Building materials — Reinforced concrete and brick.

Present use—Garage.

Annual rent—$7,500.

Owner's value—$65,000.

Assessed value, 1930, land	$24,000
Building	29,000
Total	$53,000

Incidentally, such an application, providing the facts were as stated, would likely be acted upon favorably.

Copy't, 1930, Associated Editors, Inc.

Stocks and Bonds

(A. E. AMES & CO., VICTORIA)

	Bid	Asked
Abitibi Power & Paper pfd.	75	..
Beatty Bros. com.	27	00
Beatty Bros. pfd.	05	07
Bell Telephone	150	..
Brazilian T.L. & P.	35	..
B.A. Oil	15½	..
B.C. Packers	2⅜	..
B.C. Power "A"	35	..
Building Products "A"	31	..
Canadian Bakeries "A"	23⅜	..
Canada Gypsum	10⅞	18
Can. Ind. Alcohol "A"	4⅜	..
Canadian Hydro Elec.	60	..
Canadian Pacific (N.Y.)	177	..
City Dairy com.	00	00½
Cockshutt Plow	19	..
Con. Smelters	178	..
Cosmos Imp. com.	18	..
Dominion Bridge	80	..
Dominion Glass	106	..
Ford of Canada "A"	31	31⅛
Frost Steel & Wire com.	10	..
Frost Steel & Wire pfd.	97	98
General Steel Wares	10	..
Hamilton Bridge	23	..
Hinde & Dauch. com.	8	10
Home Oil	..	3.35
Imperial Oil	19	..
Intl. Nickel	23⅛	..
Intl. Petroleum	18⅛	18⅛
Intl. Utilities "A"	38⅜	..
Lake of the Woods com.	38	..
Massey-Harris com.	03	25⅛
Montreal Power	50	..
Noranda	20.00	21.00
Pass. Hersey Tubes	00	..
Power Corpn.	00	..
Quebec Power	50½	..
Riverside "A"	18	..
Service Station pfd. "A"	28	100½
Shawinigan W. & P.	00	..
Sherritt Gordon	1.20	1.30
Steel of Canada com.	43½	..
Sudbury Basin	1.00	1.40
Ventures	..	1.00
Walkers G. & W.	8⅜	8
Western Steel Products	00	..
Winnipeg Electric com.	08⅛	..
B.C. Packers pfd.	00	..

TORONTO STOCKS GO DOWNWARD IN WEEK

Outlook for C.P.R. Stocks Substantially Brighter Than for Those of United States Carriers

(Branson, Brown & Co., Ltd.)

TORONTO, Aug. 16.—The hopeful views of conservative brokers that have been entertained latterly because depression in the stock market had been carried so far, were rather rudely shocked when they witnessed Canadian Pacific Railway, the premier Canadian security, break under selling on the New York Stock Exchange. The loss in the old stock during the past week was 11 points. Selling pressure on railroad shares in New York has been rather acute, following the severe damage to United States grain and other crops, indicating that revenues of the carriers will be lighter. Gross earnings of C.P.R. continue at a much lower rate than last year, but such decreases are being offset in large measure by careful economics.

It should be observed that the outlook of the Canadian road is substantially brighter than that of American roads. With considerably larger crops to move this year assured, C.P.R. earnings should start to pick up when the movement of grain sets in. There appears little doubt that grain will be marketed in an orderly way this year, and not held for higher prices than those of competing countries as they were last Autumn and Winter.

The break in Smelters to a low of below 180 was in contrast with a prevailing price of around 200 a short time ago, and a high level of 275 in 1928. Attention is directed to the course of this stock because of the impending publication of the earnings statement of the company for the first six months of 1930. One of the most encouraging features of trading in the past few days has been Brazilian. The persistent liquidation that had been under way for some time appeared to have dried up. After the price had receded by stages from about 40 to below 34, substantial support appeared and a recovery to 35 1-2 was recorded. Industrial shares have lost ground during the week. Canadian Bread sold two points lower at 10. The annual report of the company should appear shortly. City Dairy shares move in common with Borden stock, which has sold lower this week. Ford has lost more than a point, and Cockshutt was down a point. Canners lost 1-2 point to 17.

The damage by drought in the United States has extended to the canning crop areas, and a severe shortage of canned goods in that market is anticipated.

MONTREAL STOCKS

(Branson, Brown & Co., Ltd.)
(All Fractions in Eighths)

	High	Low	Close
Alta. Pac. Cons.	18	10	10
Abitibi	25-0	23-3	23-0
Asbestos	6⅞	6⅜	5⅜
Atlantic Sugar	5	5	6
Ass. Breweries	13	12-5	12-6
B.A. Oil	18	18-5	15-6
Bell Telephone	150-4	150-4	150-4
Brazilian Trac.	35-0	34-6	35
B.C. Fish. & Pack	6	6	5
Brompton Paper	27-4	27-4	27-4
B.C. Power "A"	35-6	35-6	35-3
B.C. Power "B"	11-3	11	11
Can. Bronze	30-0	30-3	30-3
Can. Car Fdy. com.	30-4	30-1	30-3
Can. S.S. pfd.	42-4	38	40-4
Can. Canvarters	60	60	60
Can. Ind. Alcohol	4-4	4-3	4-4
General Steel Wares	10	10	10
Cons. M. & S.	181	176	178
Dominion Bridge	80-4	80-4	80-4
Dominion Glass	106	106	106
Dominion Textile	73	73	78
Dryden Paper	6	6	6
Fraser Companies	8	7-5	7-5
Gypsum & Alabastine	16	16	18
Hiram Walker	8	8-7	8-7
Imperial Oil	20	19-5	19-5
Intl. Pete	18-4	18-0	18-3
Massey-Harris	23-0	20	20
McColl Frontenac	17	16-4	17
Montreal Power	60	50	50-7
National Breweries	30-7	30-5	30-7
Noranda	31-3	30-6	30-6
Pass. Hersey	60	83-4	83-4
Penmans, Ltd.	51	51	51
Power Corpn.	66	65	66
Shawinigan	30	30	60
Steel of Canada	44	43	43
Winnipeg Elec.	36-6	36-4	36-4

Bank Stocks

(BRANSON, BROWN & CO., LTD.)

	Close
Chase	137⅛
Commerce	240
First National	6880
Imperial	230
Montreal	000
National City	123⅛
Nova Scotia	310
Royal	290
Toronto	330

METAL MARKET

NEW YORK, Aug. 16. — Metals nominally unchanged.

GRAIN MARKET TURNS BEARISH

Recent Advance Reported to Have Led to Increased Offerings

DAKOTA HAS LIGHT CROP

(B.C. Bond Corporation, Ltd.)

CHICAGO, Aug. 16. — Foreign news was a deterrent to the buying of wheat this morning. Whether the reports were more of European propaganda or not they had considerable effect, saying that the recent advance had increased offerings of wheat from Argentina, India and Australia, with Russia still offering, while Canada is offering freely. The export trade competition is likely to be heavy the next few weeks and possibly for several months, as the Canadian wheat is moving unusually early and will be a big factor.

So far as this country is concerned we still have the advantage of having wonderful quality wheat selling at very low prices, with every indication of a much larger domestic consumption and with many farmers inclined to hold owing to the good quality of the grain. However, with the foreign news bearish for the time being a two-sided market is indicated.

On the basis of present conditions Winnipeg should work closer to Chicago.

North Dakota reports indicate yields in the best sections will be much smaller than expected. There is less than the usual hedging pressure from our spring wheat. Prices are cheap and there is good buying on the dips, but the market is likely to hold within a moderate trading area pending further Canadian developments.

Corn had several good rallies today, but the most general rains so far in Nebraska, Iowa, Missouri and parts of Illinois checked the demand, and prices sold off rather sharply. The cash demand was only fair, with moderate country offerings. Receipts were 234 cars estimated. Shipments were moderate. The long range forecast was for mostly comparatively cool and unsettled weather. Profit-taking was again heavy early and buyers were a little more cautious.

Even with good rains it is doubtful if final yields show much improvement as the crop was irreparably hurt during the heat period. Consequently we still feel friendly to the buying side on the setbacks.

Country offerings of oats are light and receipts much smaller than a year ago, which is the best evidence and farmers look for a tight feed situation the coming season. On a basis of comparative prices, oats look cheap enough to warrant purchases on setbacks.

Rye continues to fluctuate in sympathy with wheat. Cash trade dull and little prospect of any export business at present.

	High	Low	Close
Wheat—			
Dec.	99⅜	91⅛	98⅜ @ 96⅜
May	108⅛	102⅜	102⅜ @ 102⅛
Mar.	181⅛	90⅛	89⅛ @ 99½
Sept.	91⅜	88⅜	90½ @ 89⅜
Corn—			
Dec.	89⅜	92⅜	93 @ 92⅜
May	00⅛	87⅛	97⅜ @ 97½
Mar.	87⅛	96⅜	99 @ 94⅜
Sept.	96⅜	97⅜	97⅜ @ 87⅛
Oats—			
Dec.	46⅜	43⅜	42⅜ @ 43⅛
May	48⅜	47⅜	47⅜
Mar.	48⅜	45⅜	45⅛
Sept.	40⅜	38⅜	38⅜
Rye—			
Dec.	66⅜	64¼	66⅜
May	70	70	72
Mar.	71	66⅜	69⅜
Sept.	60⅜	59⅜	58⅛

INDEMNITIES FOR MONDAY

	Bid	Offer
Wheat—		
Dec.	91⅜	94⅛
May	100⅜	104⅜
Mar.	97	101½
Sept.	97	81⅜
Corn—		
Dec.	00	89⅜
Mar.	87⅜	92⅜
Sept.	90⅛	100⅛

CASH CLOSES

Wheat—1 Red, 91; 1 H., 90¼ @ 91; 2 H., 90⅛ @ 91; 1 Ha., 90 @ 81; 1 M., 90.

Corn—1 M., 101 @ 103; 3 M., 101⅛; 1 Y., 101⅜ @ 102¼; 3 Y., 101⅛ @ 102⅛; 2 Y., 101 @ 101½; 4 M., 101; 5 Y., 99⅜ @ 100; 3 W., 100; Sa., 98 @ 98.

Oats—1 M., 40⅛ @ 40⅜; 3 M., 38 @ 40; 4 M., 37⅛; 3 W., 37⅛ @ 00½.

NEW YORK CURB

(B.C. Bond Corporation, Ltd.)

	Close
Amer. Super Power	22
Associated Gas & Elec.	33⅛
Arkansas Nat. Gas	6
American Cyanamide "B"	19⅛
Cities Service	27⅜
Central States Elec.	55½
Elec. Bond & Share	78⅜
Fisler Electric	7⅜
Fokker Aircraft	10⅛
Fox Theatre "A"	8
Ford of England	33⅛
Interstate Equities	9⅜
Intl. Utilities "B"	10
Indian Territory Oil "A"	31⅛
Indian Territory Oil "B"	31⅛
Newmount Mining	65
Niagara Hudson Power	16⅜
Public Utilities	17⅛
Penroad	10⅜
Standard Oil of Indiana	40⅛
O.S. Elec. Power	18⅛
United Gas	14
United Founders	10⅛
United Light & Power "A"	33⅜
Vacuum Oil	83

GOVERNMENT BONDS AT VICTORIA

VICTORY LOAN, 5½%—TAX FREE

Interest due—	Buy	Sell
1933, 1st May & Nov.	103.70	108.20
1937, 1st June & Dec.	105.70	106.60

WAR LOAN, 5%—TAX FREE

1931, 1st Apr. & Oct.	100.00	101.00
1937, 1st Mar. & Sept. (Payable New York)	100.10	101.00

VICTORY LOAN, 5½%

1930, 1st May & Nov.	101.00	102.15
1934, 1st May & Nov.	103.00	103.45

DOMINION LOAN

1942, 15th Apr. & Oct. 5%	102.00	103.15
1940, 1st Mar. & Sept. 4½%	98.00	100.00
1944, 15th Apr. & Oct. 4½%	98.50	100.00
1946, 1st Feb. & Aug. 4½%	98.00	100.00

Add accrued interest to date:

1931, 137 days, 1.877 per $100.
1937 5½, 100 days, 2.301 per $100.
1937 5½%, 76 days, 1.140 per $100.
1933, 1933, 1934, 137 days, 1.813 per $100.
1940, 188 days, 2.071 per $100.
1942, 123 days, 1.485 per $100.
1944, 122 days, 1.318 per $100.
1946, 15 days, .164 per $100.

Brokerage rate on Victory and War Loans, ¼ of 1%.

SASKATCHEWAN POWER SYSTEM DEVELOPING

Work is proceeding on the construction of 650 miles of high-tension power lines being undertaken by the Saskatchewan Power Commission as a part of the proposed provincial scheme by which Saskatoon is the centre. About $2,500,000 is to be expended on the work this year, the operations being carried out by six contractors.

At present the Saskatchewan Power Commission has under way plans for the extensive electrification of Northern Saskatchewan. To this end it recently acquired the municipal power plants at Prince Albert and Saskatoon. Private interests are now dickering with the Government to develop between 70,000 and 90,000 horsepower at Horse Shoe Bend on the North Saskatchewan River. This project, when completed, would give the commission sufficient power to take care of its needs for many years. The scheme awaits approval.

Denmark is placing a Government guarantee on loans to establish firms who wish money to improve their plants.

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Dalhousie Mining Company, Limited (N.P.L.) Victoria, B.C.

Unregistered shareholders of DALHOUSIE MINES are advised to register without delay. They will thus receive early and accurate news of pending developments. No charge will be made for registration during remainder of August.

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GUN-A-NOOT'S MYSTERY MINE IS DISCOVERED

Omineca Paper Reports Rich Ore Exposure Found on Finlay River

PROSPECTORS TRAVEL TO REGION BY PLANE

Pilot Jones took off from Six Mile Lake August 8, in the city of Prince George with three men and 1,000 pounds of freight, bound for the headwaters of Finlay River, to secure some development upon a copper property from which fantastic values have been disclosed by assays, says The Omineca Herald. The existence of the property has been known for many years, but is figured as one of the "lost" properties of mining lore.

GUN-A-NOOT'S MINE

The knowledge of the location of the property was believed to be possessed by Gun-a-noot, the Kluskus Indian who was a fugitive from justice for several years. Stuart Henderson, of Victoria, had the defence of Gun-a-noot, amplemented of the big copper property. He later organized an expedition and prospected it with the assistance of Gun-a-noot, but the Indian was not able to locate it.

Later on an organization was formed of Prince George and Edmonton railway trainmen, and the Junkers plane, operated last year by Pilot Jones, was brought into British Columbia to search for the property. This effort was also unsuccessful, and the plane was left neglected in the vicinity of Hazelton for several years until it was secured by Dick Corless.

The lost mine was eventually located by Jack Ryan and J. Thomas, of Prince George, and a number of trips were later made to it by the old Junkers plane and recently by the City of Prince George.

ON FINLAY CANYON

The ore exposure occurs on both sides of the canyon at the headwaters of the Finlay. The canyon has a length of half a mile and is 700 feet wide. From the prospecting done since its discovery the ore appears to have a width of three to four feet on both sides of the canyon, and assays made from specimens brought out disclosed a copper content of 26 per cent. While it is not expected any such value will be maintained, it is the belief of those who have seen the previous exposures that the property will prove one of the richest copper mines on the continent.

TORONTO BOND MARKET

(Branson, Brown & Co., Ltd.)

TORONTO, Aug. 16.—The Canadian bond market continues to lack the incentive of fresh issues. Only one or two small municipals were disposed of. Investment houses describe the market strong for high grade issues, but the rank and file of bonds have not maintained their position. Under current conditions of depression investors favor bonds in which even the possibility of impairment in security is eliminated.

Government and municipal issues are all up, most of them more than two points. The latter include some of the highest grade issues only. Most of the utilities are steady to firm as are the railways. Advance in the C.N.R. have shown 1 to 1 1-2 points in gain from May 6.

Total bonds	$ 2,565,434,799
Midland Bank, Ltd.	1,836,928,000
Barclay Bank, Ltd.	1,842,133,000
National City	1,960,286,689
Westminster Bank	1,439,900,000
Guaranty Trust Co.	1,379,329,000
National Provincial	1,341,258,000
Lloyds Bank, Ltd.	1,284,600,000
Continental-Illinois	908,030,473
Bank of Italy-National Association	834,556,605
Total	$14,321,566,406

CALIFORNIA FRUITS BEING SOLD READILY

Fine Specimen of Okanagan Field Tomatoes Easily Disposed of at Local Wholesalers

Wholesalers have been having a busy time during the week handling fair lots of fruit and vegetables that arrived. These shipments have come mostly from the South, although some have consisted of Okanagan fruits.

A fine lot of California peaches came in on Friday and are being called for regularly by the retailers. California melons are still finding a ready sale here, particularly the honey-dew variety. A shipment of these also arrived on Friday. A fine type of local hothouse tomatoes are still on sale at the wholesalers, and, although these are the last, they are of excellent quality. A load of Okanagan field tomatoes reached here on Thursday and because of their superior quality, wholesalers expect that they will all be gone by Monday.

DOW JONES AVERAGES

NEW YORK, Aug. 16.—Thirty Industrials, 236.86, up 3.47; twenty rails, 139.26, up 1.64; twenty utilities, 52.77, up 3.26. Total volume, 2,510,000 shares.

News Topics

Fluctuations in the market prices of individual stocks are occasionally due to what can only be described as a lack of intelligent discrimination on the part of professional traders or of the general public. The drop of C.P.R. stock during the past week to a low of about 18½ is a case in point. Drought in the corn belt and heavy damage to the crop means a substantial decrease in the earnings of a number of United States railways, and may lead to a reduction in their dividends. This has caused a decline in the price of their shares on the New York exchange. C.P.R. stock has been carried down with them. At the same time high-grade bonds, with which C.P.R. stock may more properly be compared, have advanced in market value.

It is true that earnings of the railway during the present year to date have shown a reduction, but the company has cash reserves sufficient, if necessary, to pay more than one dividend, even if it had no net earnings whatever available for that purpose, and it would still be in an impregnable financial position. No such necessity, of course, is within the range of visible possibility. Decreased earnings have been largely offset by economies effected in operation, and to a great extent they should rather be termed deferred earnings. It is common knowledge that for marketing reasons a great part of last year's prairie crop was not shipped out of the usual season. More than 100,000,000 bushels of wheat alone was carried over. That, of course, postponed the receipt by the railways of a good deal of revenue, but the grain held back has not perished in the interval, but is still being hauled, and will augment earnings for the current year.

Payment by the C.P.R. of its annual dividend of 16 per cent is as certain as is payment of interest on any bonds, with the possible exception of bonds issued or guaranteed by the Governments of Canada, Great Britain and the United States. It is more certain than the payment of interest on bonds issued by most other governments, by municipalities, or by half-grade industrial companies. In addition, it affords a fair opportunity of profit accruing from a rise in market quotations, and at 166 the yield is more than 9 per cent.

More than $14,000,000,000 in deposits is controlled by the largest banks in the world, in this country and England, according to a report made by The American Banker. The deposits actually total $14,321,566,406. The Chase National Bank leads, with $2,065,434,799, the largest amount. The following table shows the deposits of the ten leading banks as of June 30:

Chase National	$ 2,065,434,799
Midland Bank, Ltd.	1,836,928,000
Barclay Bank, Ltd.	1,842,133,000
National City	1,960,286,689
Westminster Bank	1,439,900,000
Guaranty Trust Co.	1,379,329,000
National Provincial	1,341,258,000
Lloyds Bank, Ltd.	1,284,600,000
Continental-Illinois	908,030,473
Bank of Italy-National Association	834,556,605
Total	$14,321,566,406

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JAMES STEWART RESIGNS FROM GRAIN COMPANY

Three Principal Officials of Alberta Pacific Leave Office

COMMON STOCK LATELY HAS LOST ON MARKET

WINNIPEG, Man., Aug. 16.—James Stewart, prominent Winnipeg grain man, has tendered his resignation as president of the Alberta Pacific Grain Company, Limited, and, at the same time, it has been published his position as chairman of the board of directors of the Federal Grain Company, Limited, both with headquarters in Winnipeg. Announcement to this effect was made today by J. C. Cage, who is president of the Alberta Pacific Limited. Mr. Stewart's resignation as president of the Maple Leaf Milling Company, Limited, Toronto, was announced two weeks ago.

Resignations of Fred W. Riddell, vice-president and managing director of the Alberta Pacific Grain Company, Limited, and A. C. Michael, who has been general manager of the Federal Grain, Limited, since its incorporation a year ago, are also announced.

Mr. Stewart will be succeeded in the chairmanship of the Alberta Pacific Grain Company, Limited, by J. C. Cage, at present a director, but no successor has yet been named to fill Mr. Riddell.

Reorganization has taken place in some departments of the Federal Grain, Limited, and H. E. Sellers, vice-president and managing director, has been appointed managing director, while C. Tyron has been placed in charge of country elevators. A chairman of the board has not been named.

It is understood that while the Federal Grain, Limited, still sees a loss on the year's workings, the situation has been greatly improved, and there is no cause for alarm among shareholders.

ALBERTA PACIFIC

The Alberta Pacific Grain Company, Limited, acquired the assets of the old company bearing the same name and was first offered to the shareholders of the predecessor company had carried on a general grain business in Western Canada since 1902. It was incorporated in 1912, and its assets at that time consisted of 112 country elevators and a small amount of interior terminal elevator space. Its properties now consist of 90 country elevators, 180 country dwelling houses, 300 coal sheds, and an interior terminal elevator at Calgary with a capacity of 1,000,000 bushels. Its elevators are scattered throughout Saskatchewan and Alberta and have a total storage capacity of 12,000,000 bushels. It also terminals with a combined capacity of 4,500,000 bushels are owned at Vancouver and included in the assets acquired from the Federal. The elevators of several terminal elevator companies at Port Arthur and Fort William, having a combined capacity of over 15,000,000 bushels. In January, 1929, earnings for the period of twelve months were acquired.

OUTSTANDING SECURITIES

Common stock of the company consisting of 1,000,000 shares of no par value, 80,000 being Class "A," which retain exception of bonds issued by the Governments of Canada, Great Britain and the United States. It is more certain than the payment of interest on bonds issued by most other governments, by municipalities, or by half-grade industrial companies. In addition, it affords a fair opportunity of profit accruing from a rise in market quotations, and at 166 the yield is more than 9 per cent.

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Total	$14,321,566,406

MARKET NEWS LETTER

The weekly market news letter issued by the Provincial Department of Agriculture, under date of August 15, states:

Victoria — The warm weather has lasted long enough to allow most of the farmers to stock all their grain. Local prices are practically the same. The market is being well supplied with local fruit. Peaches and Bartlett apples from surrounding orchards. Local pears are commencing to the market in greater volume and prices will fall in line with the supply. The latest news from Calgary tells of a bumper crop in that city and all Prairie points. There has been already enough of a move to fill the grain to the ripe stage and harvesting is starting in many places. The heavy hail storm reported recently only a fractional part of the acreage and should be over estimated.

Victoria and surrounding district beekeepers are jubilant at their success at the Vancouver Exhibition. The following awards were made for twenty pounds of honey: First place awarded T. H. Maynard, Victoria, for twenty pounds of extracted comb glass jars of light honey, and this first prize for fifty twelve ounce glass jars of light honey. Mr. Maynard also carried off the Blue Ribbon prize of $10, donated by the British Columbia Honey Producers' Association for the best twelve or sixteen ounce glass jar of extracted honey. Mrs. L. Blakeney, of Otter Point, won the third prize for twelve twelve or sixteen ounce glass jars of granulated honey.

The following is a copy of a write giving Saanich market news from Calgary: Considerable change in weather conditions. Harvesting is under way in many localities, will be general in a few days. Labor more than plentiful. Fruit and vegetable business shows little change. A few crates of raspberries and logans are arriving daily. A decided revival of blackberries on local market all this week and prices suffered. Jobbers were glad to accept $1 per crate for berries today, which with market in proper condition would command $3. Season for cherries, both sweet and sour, is drawing to a close. A few of each are arriving daily by express. The local plum society was badly hit this week by the arrival from Lewiston of a car of Italian Diamonds in regulation four-basket crates. These were good heavy pack and with a shipping point price of 50 cents jobbers were enabled to lay them down in Calgary for $1.10 and name resale price as low as $1.35. California Elberta and Washington Rochester peaches both selling at $1.50, and have the market to themselves. Okanagan clings offering little competition. Bartlett pear market remains the same. Jobbers making football field of tomatoes and cucumbers and are apparently content to lose money on both. Tomato prices ranged all the way from $1.75 to $1.50, with cucumbers 55 to 75 cents. Offerings of all kinds of vegetables, including potatoes, from local gardeners at prices much less than they can be shipped in will obviate necessity of any importations of these commodities.

OILS STRONGER MINES STEADY

C. & E. Corporation Advances Nine Cents on Fair Turnover

BIG MISSOURI UP TO 67

VANCOUVER, Aug. 16.—Big Missouri furnished the feature at Saturday's short session of the Vancouver stock exchange. It started a wave of buying pushed the price of the stock up to 67 cents. On a turn of more than 2,000 shares the stock closed up at 65 cents, which was 9 cents to a high of 67, at which figure it closed.

The oil list showed strength in the closing hour after lower opening sales. A.P. Consolidated, on heavy trader, opened at 43, off 8 points, but rose sharply to close at 48, a net loss of 1 cent. Home Oil, which had the perfect for the courageing news that No. 3 well was reported ready on Saturday night and closed at $2.27, off 3. C. & E. Corporation advanced 9 cents to 67 with a fair turnover.

Montana Mines sold at 30. The balance of the mining list was quiet and price changes nominal.

MORNING SALES

Amalgamated—1,200 at .13.
C. & E. Corporation—1,200 at .44; 2,000 at .45; 500 at .47; 2,100 at .48.
Consolidated Smelters—100 at .73; 600 at .74.
C. & E. Corporation—1,600 at .57; 1,000 at .58.
Eastern—500 at .02.
Emerald—1,000 at .17; 200 at 3.30; 10 at .16.
Midland—1,000 at .10.
Mined Oil—500 at 1.20.
Mill Creek—500 at .37.
Model—1,000 at .01; 500 at .05.
Premier Gold—1,000 at .06; 100 at .05.
Yankie—500 at .72.

Big Missouri—500 at .65; 2,000 at .66; 1,000 at .67; 2,000 at .66; 1,000 at .67.
Bralorne—1,000 at .37; 300 at .36; 500 at .36.
C. & E. Corporation—1,600 at .57; 1,000 at .58.
Eastern—500 at .02.
Feid Creek—500 at .06; 500 at 1.05.
Hedley Mascot—500 at .55.
Reno Gold—500 at .01; 1,000 at .03.
Sheep Creek—500 at .47; 1,000 at .48.
Silver Crown—500 at .02.
Woodbine—1,000 at .07½.
Wayne Corporation—100 at .37; 300 at .36.

Calgary Oil News

(Milner, Court & Co., Ltd.)

CALGARY, Aug. 16.—Unofficial field reports state that Home No. 3 restored to production after having been shut down for some time.

Eastcrest No. 1 has reached a depth of 1,700 feet. It was stated last night by Harvey B. Price, managing director, it was expected steady hole would be made to commence drilling. Operations at Home wells were slightly delayed by a minor setback of ringing.

Eastcrest No. 2 "A" was scheduled to start back to drilling at a depth of seven feet below the crust of the time. The test above mentioned of ceiling was satisfactory with twelve feet of cement left in.

Restoration of Mercury No. 3 to production and resumption of operations at No. 1 were high lights on the Mercury picture yesterday.

Field officials reported that No. 3 looks as good as ever although the accurate idea of production will be known by a day or so. No. 1 was run through the separator yesterday afternoon. The previous yield of this well was around 100 barrels daily.

Mercury No. 1 ran in tools to clean the well prior to drilling on from 4,345 feet at the top of the Kootenay formation. The Blue Ridge Local, officials report, originally drilled with cable tools, is now being drilled with rotary drills.

Mercury No. 2 was steadily drilling at 4,185 feet, expecting the top of the Kootenays momentarily.

Mercury No. 7 was drilling at 260 feet. Mercury No. 9 was producing steadily at about 200 barrels daily.

Associated No. 2, west of the Home area in Turner Valley section 20, started production test yesterday. It was learned through authoritative sources.

Associated No. 3 was drilled with rotary tools, under contract by Northwest Company, Ltd., a subsidiary of Imperial. Imperial will testing fifty per cent of the production after payment of drilling expenses plus 10 per cent. United Oils is entitled to one-eighth royalty.

A report from Lethbridge states that Bonanza Oil and Taylor Syndicate drilled into the producing sands on the week closed.

Minatta No. 2 had about 1,800 feet of oil in the hole at last report. The Taylor Syndicate operation was seven feet in the sand with 1,700 feet of oil in the hole. It is understood operations plan to drill deeper as the well is higher on structure than either Vanalta No. 1 or No. 2.

Dalhousie No. 7—First report last night showed a very satisfactory performance was in evidence at Dalhousie No. 7, which has been placed on a production test. The gas flow of more than 14,000,000 cubic feet was turned into a separator yesterday afternoon.

Operators were prepared to submit separation facilities if necessary. Development at this well threw important light on the comparatively undeveloped structure between the central portion of Turner Valley and the Home area to the south.

Toronto Mines

(H. E. Bunting & Co., Ltd.)

	High	Low	Close
Atlanta	.09	.08	.08
Acme	.04½	.04½	.04½
Bear Exploration	.03	.02½	.03
Bidgood Kirkland	.12	.11	.12
Bunker Hill Sx.	.07	.07	.07
Central Manitoba	.03	.02	.03
Coniagas	3.50	3.20	3.50
Chesterville	.04	.03½	.04
Dome Mines	16.00	15.50	16.00
Hosmer	.45½	.44	.44½
Kirkland Lake	2.27	2.18	2.27
Lake Shore	20.50	20.00	20.50
Lucky Boy	.02	.02	.02
Lucky Medo	.03	.02	.03
Jacobus Mandan	.03	.02	.03
McIntyre	2.00	1.90	2.00
Millerette	17.00	17.00	17.00
Newbroin	.03½	.03½	.03½
Oxide	.02	.02	.02
Premier	.06	.06	.06
San Antonio	.05	.05	.05
Sherritt-Gordon	1.39	1.38	1.39
Sylvanite	.03	.03	.03
Stadacona	.02	.02	.02
Sudbury Basin	1.40	1.40	1.40
Teck-Hughes	1.40	1.40	1.40
Thompson Cadillac	.03	.03	.03
Wright Hargreaves	1.79	1.74	1.75
Yukon Arkansas	.01½	.01½	.01½

	Bid	Asked
Arcadia	.01	.02
Apex	.01	.02
Agnew	.01	.02
Ace Metal	.01	.02
Bralorne	3.35	3.50
Bedford	.15	.20
Bilteed	.01	.02
Cariboo	.01	.02
Dome Copper	5.50	5.75
Dominion	.01	.02
Dominion Chrome	.01	.02
Cheadle	.30	.35
Cheadle Boulder	.01	.02
Cheadle Extension	.01	.02
Cheadle Copper	.05	.06
Cheadle Porcupine	.01	.02
Lake Shore	20.25	20.50
Lucky Boy	.02	.03
Machine Bank	.01	.02
McIntyre	.90	.95
McDougall	.01	.02
Mining Corp.	1.20	1.10
Mandy	.01	.02
Pamour	2.25	2.27
Pend Oreille	.08	1.00
Premier Gold	.05½	.06
Reno	.01	.02
Sylvanite	.03	.04
Sudbury Contact	.40	.45
Teck-Hughes	1.40	1.45
Thompson Cadillac	.02	.03
Tonopah Extension	.01	.02
Tonopah	.01	.02

OIL	High	Low	Close
Alaska	2.00	2.00	2.00
Anglo-Canadian	.50	.50	.50
Amalgamated	.13	.12	.12
Home Oil	2.30	2.27	2.27
Imperial	20.00	20.00	20.00
Maryland	.10	.10	.10
Model	.05	.05	.05
Petroleum	.21	.20	.20

	Bid	Asked
Associated	.01	.02
A.P. Cons.	.48	.50
Canada	.01	.02
Canada Wide	.01	.02
Commonwealth	.10	.12
Crown	.01	.02
Dominion	.01	.02
Lowery Petr.	1.00	
Mexican	.01	.02
Quemel	.10	
Western Pacific	.01	.02

TORONTO WEEKLY RANGE
(Branson, Brown & Co., Ltd.)

	High	Low	Close
Abitibi	38	33½	35
Building Products	83½	81½	81½
Bank of Montreal	170	167½	170
Bank of Nova Scotia	250	250	250
Brompton Paper	27½	27½	27½
Bell Telephone	144	144	144
Cons. Bakeries	17½	13	13
Can. Cement Pfd.	100	100	100
Can. Dredging	200	200	200
Cockshutt Plow	13½	13	13
Crown Cork Pfd.	70	70	70
Pfd. "A"	80	81	81
Dominion Stores	18½	18½	18½
Greater Toronto	11½	11½	11½
Hamilton Steel Pfd.	100	100	100
Power-Dover	5	5	5
Walkers	3½	3½	3½

BANKS			
Commerce	241	241	241
Dominion	227½	227½	227½
Hamilton	320	320	320
Imperial	241	241	241
Montreal	170	167½	170
Nova Scotia	250	250	250
Royal	269½	269	269
Toronto	345	345	345

CURB STOCKS			
B.A. Oil	19½	19½	19½
Beau Gil	370	370	370
Bidgood Kirk	12	12	12
Bralorne	3.50	3.50	3.50
Coniagas	3.50	3.50	3.50
Dome Mines	16.00	15.50	16.00
Gold Reserve	.03	.03	.03
Hollinger Cons.	2.30	2.30	2.30
Imperial Oil	20.00	20.00	20.00
Kirkland Lake	2.27	2.18	2.27
McColl	17½	17½	17½
Noranda Mines	80	80	80
Power Corpn.	5½	5½	5½
Sylvanite Gold	.03	.03	.03

MINES			
Alder	375	375	375
Amalgamated	.13	.12	.12
A.P. Consolidated	65	58	60
Arcadia	.02	.02	.02
Calmont Oils	65	65	65
Cariboo	.02	.02	.02
Bellhouse Gold	.01	.01	.01
Lakeshore	20.50	20.50	20.50
Lake Shore Mines	17.00	16.50	17.00
Mining Corpn.	1.20	1.15	1.15
Mandy Mines	.02	.02	.02
McIntyre	1.00	.95	.95
Sin Mosconi	.05	.05	.05
Sylvanite	.03	.03	.03
Sudbury Basin	1.40	1.40	1.40
Teck-Hughes	1.40	1.40	1.40
Wendigo	.03	.03	.03
Pend Oreille	.05	.05	.05
Premier	1.00	1.00	1.00
Pamour	.02	.02	.02

MONTREAL WEEKLY STOCK RANGE
(Branson, Brown & Co., Ltd.)

	High	Low
Abitibi Power & Paper	38	33½
Canada Power	83½	81½
Can. Bank Commerce	241	241
B.C. Packers	9	7
Bell Telephone	144	144
Bell Telephone	100½	100
Can. Cement Pfd.	100	100
Can. Car & Foundry	20½	20
Can. Car & Foundry pfd.	100	100
Canada Steamships pfd.	63	63
Canadian Pacific	19½	19
Can. Vickers	19	19
Dominion Glass	130	127
Dom. Stores	18½	18
Consol Bank Wines	71	70
Crown Cork	13	13
Crown Cork Pfd.	70	70
Int. Nickel	61½	60½
Int. Nickel Rights	3	2½
B.C. Power A. Div.	82	65½
Canada Bread Common	7	7
Canada Bread Pfd.	70	70
Montreal Light, H. & P.	95	94
Montreal Telegraph	100	100
Massey-Harris	20	20
Mont. Cottons Pfd.	100	100
Mont. Power	110	110
Gatineau Power	65½	65
Power Corpn. of Canada	5½	5½
Quebec Power	54	50
Shawinigan Canada Power	100	100
Shawinigan	100	100
Sherwin Williams	90	90
Steel of Canada	50	50
Winnipeg Railway	88	88
Wood, Vallance	8	8
Abitibi Power & Paper pfd.	33	32½
Breakfast Vacuum	38½	38½
Bank of Commerce	241	241
Bank of Montreal	170	167½
Bank of Nova Scotia	250	250
Bank Bank of Canada	350	350

MONTREAL CURB SALES
(Branson, Brown & Co., Ltd.)

	High	Low
Aero Supplies	18½	18
Bathurst Power	15	15
Brewers	18½	18
Canada Vinegars	19	19
Consol. Paper	5½	5½
Imperial Oil	19	19
Lake Shore	20½	20
Mandy	2	2
Pamour	2½	2
Power Corpn.	5½	5½
Quebec Power	50	50
Quemel	10	10
Sylvanite	3	3

Closing Grain Quotations
(B.C. Sand Brown Co.)

WINNIPEG

	Wheat	Oats	Rye
May	1.12½	.42½	.65
July	1.14½	.43½	.67
Dec.	1.19½	.46½	.70

CHICAGO

	Wheat	Corn	Oats	Rye
March	.1.12½	.1.12½	.1.12½	.1.12½
May	.1.12½	.1.12½	.1.12½	.1.12½
Sept.	.1.14½	.1.14½	.1.14½	.1.14½
Dec.	.1.14½	.1.14½	.1.14½	.1.14½

STADIUM CLUB FOR LONDON

London is to have a new combined stadium and club in the old Empress Hall, a former exhibition hall. Members will have the privilege of seeing ice hockey, boxing, swimming, tennis, racquets and other matches. The stadium will hold 15,000 people

HENRY FORD GIVES TALK ON OUTLOOK

Conditions Today Much More Healthy Than Those of Last Year

PRESENT SITUATION "VASTLY PREFERABLE"

By A. M. SMITH
(Copyright, 1930, by the United Press Association
Newspaper Alliance)

"Business will get better, but we won't know it when it does," was Henry Ford's cryptic reply to an inquiry regarding the impression of the business outlook.

"The country is far better off today than it was a year ago, when the people were fairly crazy with stock speculation fever. We are better today than we have been for three or four years.

"It was a mighty good thing for the nation that the condition which we mislabeled 'prosperity' could not last. It was only the forerunner of adversity. This country was terribly sick a year ago, but nobody knew it. The flush of stock speculation fever was mistaken for the glow of health.

BELIEVES CURED

"Yet now, when we think the country's business is very sick, it is vastly getting well; it is a healthy mentally healthier condition than high prices and gain.

"The time to feel sorry for a man is when he is made of big powers, he is making himself sick, not when nature has laid him on his back to make him well. That is what has happened to the country. What we call the depression is our economic system at work. The healthier we simply would not let the country project any farther along the road to ruin.

WRONG BOTH WAYS

"You can't dodge the point that nobody gets something for nothing. For years past most Americans have believed they could. The belief in Santa Claus has been erected into a philosophy of business. And when that fails we fall back on sentimental sorrow for hard times. The same writers who were telling us how prosperous we were a year ago are telling us how hard up we are now. They are wrong both ways.

"We are moving into a healthier economic condition, but, as I said, people generally will not be able to recognize it. We shall not know sound, well-established prosperity when we first see it, because most of our standards of judgment are wrong. But there is one thing about real prosperity—it will be the problem to another panic, as false prosperity always is.

NO SANTA CLAUS

"We should get enough experience out of the stock market collapse such as we had last year to convince us that in business and industry and real prosperity there is no Santa Claus. We get what we honestly work for, in the long run—just that and no more. No far as employment and ready money are concerned, we got just what was best for us in view of our general notion about earning money and enjoying prosperity.

"There is a world of difference between making money and creating wealth. Wealth is not money. Real wealth is in use, not in possession. Wealth is not money, but the facilities for a secure and comfortable life.

REAL PROSPERITY

"Real prosperity is the uninterrupted flow of commodities from those who make them to those who want them. Money has meaning primarily to do with it. If money exists to maintain a sufficient flow, it is useful; if it stops the flow, it is a detriment. There is no other meaning of prosperity except the mining of supply to the use of need. Money simply goes back to the realm of statistics, or counters, or wooden pegs—something you count with.

"Now with this in mind, will you say we had prosperity a year ago? I think not. The present situation is vastly preferable because it is a step toward an honest prosperity which honest men can share and which gamblers cannot disturb. The country was on the wrong track and going wrong at the very moment when it thought high prices and gain returns for little or no effort were a sign of great prosperity. That was merely the high temperature of a fever. But now I believe we are on the road of returning health. Of course I don't know.

"Let our people clearly perceive that they are absolutely deceived in their general impression that we were at the peak of economic health when, as a matter of fact, we were suffering severe economic derangement, and the wailing now this period of recovery will cease. There is great cause for thankfulness that we can recover from such prolonged and violent economic bad living.

HEALTHFUL, HONEST WORK

"Of course, we can't give more money—markets or speculators of the truth of this. To these distorted minds fever will always appear as health. Their wrong start can never be corrected until the fever is gone and the grip of healthful, honest work.

"Well, some of them have been inoculated during the past year. They have been compelled to take a dose of that free, old-fashioned medicine, real work. But they are still convinced that the medicine is worse than the disease. They still have their unhealthy point of view. They will go on in this delusion until another panic comes, which will be another cure to come along. Then they will rejoice with the same feeling of false prosperity, and not know that they are sick.

"This nation will never go forward on a gambling basis. If you can get that into the heads of capitalists and speculators you will be a great doctor. But I doubt it can be done. The only hope for this country is that gradually the common people will learn there is no economic Santa Claus, and stick to their honest jobs.

SAVED FROM CALAMITY

"I suggest to the people and newspaper writers and clergy to take the view that this nation has been saved from a great calamity of false prosperity. It is now the duty of citizens to see that this period of return toward a sane basis of living is used to the utmost. It is just as foolish to follow the cry of 'depression' as it was to follow the cry of 'prosperity.'

"Some people called us pessimists when we did not praise the prosperity of the last three years. Now they call us strongheaded because we do not jump in the mock griefs of the publicists over what they call hard times. I personally am very hopeful, because I think the country has ceased being sick, is now well, and will soon be strong and active again.

ENGINEERING COMPANY HAS LARGE CONTRACTS

(B.C. Bond Corporation, Ltd.)

Dominion Engineering Works Limited, Montreal, specialists in extensive hydro-electric development which is planned across Canada over the next three years. The contract is distributed over a period of activity, which consists of the manufacture of hydro-electric machinery, hydraulic machinery and pulp and paper machinery.

Affiliated with Dominion Bridge is a well recognized asset, not only in securing orders, but also in the matter of valuable technical consultation, commission Financial Consult. Actual operating conditions and outlook for the future are both regarded as good. While the current business depression may have halted some projects, the anticipated rapid expansion in the electrical industry should keep the company well provided in its hydraulic and hydro-electric machinery manufacturing departments. At the beginning of 1930, the company was understood to be well supplied with business, and since then it has received some sizeable orders, including one from Beauharnois running close to $1,500,000, and more recently an order for the turbine installation at the Chats Falls development on the Ottawa River, involving close to $1,000,000.

Due to the small floating supply of the stock, about 70 per cent of the outstanding 120,000 shares being held by Dominion Bridge Company, public interest in these securities has tended to be not great, and the result has been that prices have fluctuated much more than would be being paid at the rate of 94 per annum.

China has accepted the proposal of the German Government to establish a wireless telephone service between the two countries.

Summer Dullness

Midsummer usually brings a period of market dullness. This year unfavorable conditions have aggravated the situation. Investors are away and often let their funds accumulate. This situation, however, frequently offers opportunities to acquire sound securities at lower prices than is possible when the Fall brings a renewed demand for high-grade investments. Inquiries made by mail from investors who are away or who live out of town.

B.C. BOND CORP., LTD.
B. E. BOORMAN, President
1124 GOVERNMENT STREET ESTABLISHED 1901

Vancouver Island Coach Lines, Ltd.

"We Cover the Island" "All Our Routes Are Scenic"

Over the Malahat to Nanaimo Daily at 8:30 A.M., 1:30 P.M. and 6:15 P.M.

OF COURSE . . . BY BUS

Meeting every modern as well as old-world-demand, you'll find the bus the ideal way to travel. Really amazingly pleasant.

Lithe as a racing dog, with the same streaming energy, this new transportation carries you places with effortless speed. Smooth—marvelously so. Clean and comfortable beyond measure. Airy, safe, quick and reliable—just everything you want for your traveling. You must try the bus for your next trip—connections can be made from here to any part of the country. You'll find it satisfyingly less expensive

We Operate on the Following Routes:

Victoria-West Saanich
Victoria-Sidney-Resthaven
Victoria - Cordova Bay - Colwood - Langford Lake
Victoria-Happy Valley-Matchosin
Victoria - Duncan - Ladysmith-Nanaimo
Victoria-Sooke-Jordan River
Duncan-Cowichan Lake
The Chalet, Deep Cove
Nanaimo - Courtenay - Cumberland.
Nanaimo-Alberni-Port Alberni
Nanaimo-Alberni-Port Alberni-Great Central and Sproat Lakes
Port Alberni-Great Central and Sproat Lakes

For Prices and Information Phone 9280 or 9281

WE ARE YELLOWAY AGENTS
Border to Border
Seattle to Portland
Coast to Coast
Seattle to San Francisco
Seattle to Los Angeles (via Sacramento)
Seattle to Los Angeles (via San Francisco)
Tickets to Any "Yelloway" Points on Sale at Our Offices
Phone 9280 BROUGHTON STREET Phone 9281

Important Notices, Employment, Business and Professional Directory, Wants, Etc

The Daily Colonist

RATES FOR CLASSIFIED OR WANT ADVERTISEMENTS

One and one-half cents a word each insertion; nine cents a word a week, with a minimum of ten words; cash with order. No advertisement accepted for less than twenty-five cents.

Death and Funeral Notices, $1.50 first insertion; $1.00 for each additional insertion. Marriages, Cards of Thanks and In Memoriam Notices, $1.50 per insertion.

Birth Notices, $1.00 per insertion.

Business or Professional Cards of two lines or under, $0.50 per month. Additional space at $1.25 per line per month.

Advertisers who desire may have replies addressed to a box at The Colonist and forwarded to their private address. A charge of ten cents is made for mailing replies. In this case add three words ("Box .., Colonist") to the count for the number of words.

Out-of-town readers of our advertisements ask advertisers to give address as well as phone numbers, as it is not always possible to communicate through the phone.

To insure insertion Classified Ads should reach The Colonist before 10 p.m. on the day previous to publication.

Classified Ads for The Sunday Colonist will be accepted up to 10 p.m. on Saturdays.

The Colonist will not be responsible for more than one incorrect insertion of any advertisement ordered for more than one issue.

Any claim for rebate on account of errors or omissions must be made within thirty days from the date of the same, otherwise the claim will not be allowed.

The Colonist service is available every day from 8 a.m. to 10 p.m., excepting Sundays. Just call 11.

CLASSIFICATIONS

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Wanted—Female Help 14
Wanted—Male Help 13
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1 BIRTHS

BURDICK—At the Vancouver General Hospital, on July 21, to Mr. and Mrs. R. C. Burdick, a son.

2 DEATHS

LAVIS—On August 16, at the Royal Jubilee Hospital, Thomas Lavis, aged fifty-three years, born in Gunnislake, Cornwall, England, and a resident of this city for the past eighteen years; late residence, 2318½ Work Street. There survive one daughter, Miss Elsie Margaret Lavis, of 1330 Slater Street, one brother in California, a brother in New York and a brother and four sisters in England.

The late Mr. Lavis was a member of Britannia Lodge, No. 73, A.F. & A.M., under whose auspices the funeral will take place on Monday, August 18, at 3.30 o'clock, from the Sands Funeral Chapel, and the remains will be laid to rest in Ross Bay Cemetery.

4 CARD OF THANKS

Mr. and Mrs. Joseph Harris, of 1382 Lyall Street, desire to express their heartfelt gratitude to the many friends for kind words of condolence and for the many flowers sent during their recent sad bereavement.

Mr. A. Snow wishes to thank his many friends for kind words of sympathy and beautiful flowers sent during his late bereavement in the loss of a loving wife. Mr. Snow also wishes to thank those many friends for their kind assistance during the illness of the late Mrs. Snow.

5 IN MEMORIAM

MORTON—In loving memory of my dear husband, Ernest, who fell asleep August 16, 1926.

The hours I spent with thee, dear heart,
Are as a string of pearls to me.
I count them over, every one apart,
O memories that bless and burn,
That still the heart in anguish wrung;
I count each bead until the end,
And there a cross is hung.
But it comforts me to know
That He gave thee the sleep,
And I, the undying pain.

From his loving wife and little Audrey. Missed and remembered by all at 313 Queens Avenue.

6 FUNERAL DIRECTORS

HAYWARD'S B.C. FUNERAL CO., LTD.
Established 1867
734 Broughton Street, Victoria, B.C.
Phones: 2235, 2236, 2237, 6121L

SANDS FUNERAL CO.
Office and Chapel 1612 Quadra Street
Phones 3306, 6035 and 7446L

THOMSON & FETTERLY'S FUNERAL HOME
1625 Quadra Street
Phone 498—Night and Day

McCALL BROTHERS
"The Floral Funeral Home"
Johnson and Vancouver Sts. Phone 383

S. J. CURRY & SON
Funeral Directors
980 Quadra Street Phone 940

7 FLOWERS

SAYORT'S—WEDDING BOUQUETS, DESIGNS, etc. Phone 1028. 1461 Douglas.

7 FLOWERS

WOOD'S FLOWER SHOP, 1603 DOUGLAS. Cut flowers and designs. Phone 1120.

7A FUNERAL DESIGNS

BALLANTYNE BROS. LTD.
Cut Flowers and Designs
645 Fort Street Phone 394
Greenhouses: North Quadra Street

8 MONUMENTAL WORKS

STEWART MONUMENTAL WORKS, LTD. Take No. 6 or 7 street car to parks. 1401 May Street. Phone 4817.

9 CHURCH NOTICES

ANGLICAN

St. Barnabas' Church, corner Cook and Caledonia. No. 6 car. Holy Communion, 8 a.m. Choral Eucharist, 11. Sunday school, 2.30 p.m. Evensong, 7.30. Rev. N. E. Smith, B.A., rector.

10 COMING EVENTS

BELMONT TOM THUMB TEAROOMS, opposite Colwood Hotel, Island Highway. Dancing and refreshments. Coffee and waffles specialty. Open until 12 p.m.

CADBORO BAY PAVILION, ON THE SILVERY SANDS OF CADBORO BAY. First-class modern Summer resort. Afternoon teas, luncheons, refreshments, bathing booths. Dancing every evening after 8.30 o'clock. Admittance 50c (limited to forty couples). Strictly first class. Reserved tables for dancing parties. Tourists invited to visit the most unique Summer resort of Vancouver Island.

DANCE, McMORRAN'S PAVILION, CORDOVA BAY, every Saturday at 9. Pitt's orchestra.

MONDAY, AUGUST 18, 8.00 P.M.—Easter whist, Eagles' Hall. Prizes: Ten $4, two $2.50, two $1. Special, two $1.

PRAIRIE DANCE, MONDAY NIGHT, Amphion Hall, 9 to 12. Evelyn Holt's orchestra. Admission 25c.

STOP AT THE TOBY JUG, HAMSTERLEY Lakeside, for chicken dinners and English countryside meals. There are lots of magazines for the free use of visitors.

THE TOBY JUG, HAMSTERLEY LAKESIDE—Dancing every Wednesday evening, 9.10 o'clock. Ozard's splendid 5-piece orchestra.

THE TOBY JUG, HAMSTERLEY LAKESIDE—Dancing every Saturday evening, 9.10 o'clock. Ozard's splendid 5-piece orchestra.

13 WANTED—MALE HELP

JOHN WOOD
Vocational and Technical Adviser
Agent for
International Correspondence Schools, Canadian, Limited.
108 Sales Street. Phone 4113; Res. 8736L

BOY OR YOUTH AT ONCE; LIVE IN. Seaview Poultry Farm, 422 Dallas Rd.

WANTED — SANDWICH AND SODA fountain man, able to organize and take complete charge of new refreshment rooms in city. State age, experience, references and salary wanted. Box 1863, Colonist.

WANTED — MARRIED COUPLE OF small means to live in 3-room cottage in country, light, wood, water, in return for very light duty. Box 1714, Colonist.

13A SALESMEN AND AGENTS

FURNITURE SALESMAN FOR HIGH-grade line of silk lamp shades as sideline on commission basis. Finest on American Continent. Priced to meet any competition. Choice territories open. Artistic Lamp Shade Works, 1328 Milwaukee Ave., Chicago, Ill.

MONEY-MAKING SIDE LINES FOR live man covering talcod, calling on drug, tobacco and department store trade. Apply, with references, to Manager, Box 1960, Colonist.

SALESMAN WANTED, REAL ESTATE and insurance. Box 1888, Colonist.

WANTED—EXPERIENCED LIFE INSURANCE salesman for auto, accident and fire insurance, representing the best companies in Canada. Steady position. The Griffith Co., 517 View Street.

14 WANTED—FEMALE HELP

BOOKKEEPER, WITH KNOWLEDGE OF stenography. Must be accurate and acquainted with up-to-date methods of accountancy and general office routine. State qualifications and salary required. P.O. Box 1146, Victoria.

HOUSEKEEPER FOR SINGLE GENTLEMAN in Victoria; capable and refined; good plain cook and willing to undertake all duties of well-appointed house. Salary $35. References exchanged. State age and qualifications. Box 1898, Colonist.

LADY TO TEACH GIRL TO DRIVE A car. Box 1774, Colonist.

LEARN BEAUTY CULTURE — ENROLL Victoria Hairdressing College. Summer fee, $75. Terms. 118 Woolworth Bldg.

REFINED GIRL WANTED FOR LIGHT duties for one week, sleep out. 918 Vancouver Street.

VICTORIA HAIRDRESSING COLLEGE—Marcel 35c, haircutting 15c. Wednesday free. 114 Woolworth Bldg.

WANTED — HOUSEKEEPER, MIDDLE-aged, look after bachelor. Good home, small wages. Box 1896, Colonist.

WANTED — THOROUGHLY EXPERIENCED baby's nurse; references necessary. Box 1795, Colonist.

WANTED — WORKING HOUSEKEEPER for family of two, Oak Bay. Phone 7191L1 from 3 to 7.

WANTED AT ONCE — EXPERIENCED cook-general; sleep out. Oak Bay. Box 1966, Colonist.

WOMEN AND GIRLS, MAKE GOOD money. Apply 2710 Mt. Stephen Ave.

14A SALESLADIES AND AGENTS

WANTED — SIX GOOD SALESLADIES who know the city. Give phone number. Box 1819, Colonist.

15 TEACHERS WANTED

WANTED — MALE TEACHER AS principal for the Ucluelet School. Apply T. Tugwell, Secretary-Treasurer, Ucluelet, B.C.

17 SITUATIONS WANTED—MALE

A. J. GREGG, HOUSE WINDOWS cleaned, 8 cents each, outside. Phone 5456.

AMBITIOUS YOUNG MAN, 19, WANTS to learn trade. Phone 6469Y.

DANGEROUS TREES TOPPED OR felled by reliable people, also oak trees trimmed. Phone 5544L.

EXPERIENCED, RELIABLE GARDENER seeks engagement, part time, references. Mr. Sysen. Phone 7430L3.

EXPERT PIANO AND FURNITURE polishing. Fletcher Bros.' Music Store.

JANITOR, HANDY MAN, OWN TOOLS, wants job, go anywhere, reasonable rates, good references. Box 1853, Colonist.

MARRIED MAN NEEDS WORK, ANY kind. Phone Pearl, 3923L, 6 to 7 p.m.

PROFESSIONAL MEN AND TRADESMEN'S accounts rendered and books balanced by experienced accountant. Moderate rates. Phone 7943X.

TUM KEE, CHINESE EMPLOYMENT agent, 1515 Government Street; phone 81L.

17A PAINTERS AND DECORATORS

F. C. WHITE, INTERIOR DECORATOR, house painting, roof expert. Phone 1414.

PHONE SECRETARY OF LOCAL UNION 1119 if you need a painter. 7178Y.

PAINTING, PAPERHANGING, KALSOMINING. Estimates free. Phone 5586R2. First-class work.

17B SHINGLING, CHIMNEY SWEEPING

RESHINGLING — WOOD OR PATENT shingles. Phone 3068 for estimates.

17C CARPENTERS AND CONTRACTORS

ALTERATIONS, HOUSE RAISING, foundations, roofs repaired. Estimates given. 727P and 3349L. O'Regan.

CONCRETE AND CEMENT WORK, foundations, basements, sidewalks. Briley & Fryer, phones 7934R3 and 6788X.

IF YOU WANT A CARPENTER, PHONE secretary of local union, 917.

18 SITUATIONS WANTED—FEMALE

DISENGAGED — TRAINED CHILD'S nurse, English, 3 years' experience, local references. Box 1863, Colonist.

ENGLISH NURSERY GOVERNESS (30), requires post, refined home. Box 1766, Colonist.

EXPERIENCED COOK AND HOUSEWORKER requires position, town or country, month or six weeks. Phone 4061X1.

EXPERIENCED ENGLISH CHILDREN'S nurse would like position with family traveling south. Box 1815, Colonist.

GIRL, OVER TWENTY, WANTS LIGHT position in home or office. Phone 6789Y.

HIGH SCHOOL GIRL WANTS HOME IN return for services, clean, good worker. Box 1834, Colonist.

LADY WOULD CARE FOR BABY OR small child; best references; terms reasonable. Box 1962, Colonist.

REFINED LADY WOULD CARE FOR owner's house while absent; good housekeeper. Box 1908, Colonist.

18 SITUATIONS WANTED—FEMALE (Continued)

GIRL, 19, WILL CARE FOR CHILDREN, afternoon or evenings. Phone 6776X.

STENOGRAPHER, LEGAL AND INSURANCE experience; highest references. Phone 1314.

WANTED BY REFINED WOMAN, POSITION as housekeeper, either in or out of the city. Box 1900, Colonist.

WANTED—BY MIDDLE-AGED WOMAN, care of elderly lady or companion help; comfortable home, moderate wages. Phone 5885L.

WITHIN NEXT FEW WEEKS—HOUSEKEEPER or help. Pleasant home. Salary no object. Reliable gentlewoman with boy, school age. Can supply extra bedding. Box 1908, Colonist.

WELL RECOMMENDED CHILDREN'S nurse going to England at end of September, and would care for children or invalid for part or whole fare. Box 1805, Colonist.

WOMAN WISHES UPSTAIRS WORK and care of children, good seamstress, city or country. Would take small salary. Box 1836, Colonist.

WOULD CARE FOR INVALID DAILY; special attention given to dietetics for health; Aug. 25. Box 1867, Colonist.

YOUNG LADY WOULD LIKE WORK evenings from 7 o'clock, any kind except typewriting, able to drive car. Box 672, Colonist.

21 PERSONAL

ARE YOU PARTICULAR ABOUT RAYlinery? the correctly printed wedding stationery? Consult The Colonist Printing Department. Phone 197.

BRANDY AND RUM KEGS, FRESHLY emptied, all sizes, for wine or home-brew. Repairs done. Wilkinson, Gorge Road, and Market.

CLAIRVOYANT, MRS. FRAMPTON, 724 Fort Street, Wednesday, 2:30 to 8.

CHANIS CORSETS AGENCY, MRS. William Grant, 258 Wesley Avenue.

DO NOT OVERLOOK YOUR WEDDING invitations till the last minute. You will be pleased with our work and our prices are reasonable. The Colonist Job Printing Department, phone 197.

ECZEMA, ITCH, PIMPLES, PSORIASIS, piles, ulcerated legs. Try George Lee's Old Chinese Eczema Remedy, 1501 Government Street.

FOR SAFE TRANSFERRING AND STORAGE of your goods, phone 1009. Private rooms, absolutely dry and motheroof. Risby's Stores, 719-731 Courtney Street.

KEYS, LOCK REPAIRS AND GRINDING. Price, locksmith, 1107 Langley.

IF YOUR WATCH DOES NOT GIVE satisfaction, bring it to the "Watch Bench." Mainspring, $1; cleaning, $1. Old gold bought. 1200 Broad Street.

MADAME SAMMI, CLAIRVOYANT — Readings daily. Three questions by mail, $1. Suite 4, Park Mansions, 903 Heath Park Street. Phone 4052.

MADE-TO-MEASURE SUITS, $24 UP. Backin, Tailor, 734 Pandora Avenue.

MENZIES NURSING & CONVALESCENT Home, 179 Menzies St. Phone 4638.

MARCEL AND HAIRCUT IN YOUR home; experienced operator. 4061R1.

MADAME OLIVIA, CLAIRVOYANT, front suite, 728½ Fort St. Phone 1396.

"RESTHOLME"—MRS. WOODS, Graduate nurse, 1624 St. Patrick, Oak Bay. Phone 7442. Guests taken.

SHIRTS MADE TO MEASURE AT THE Shirt Shop, 312 Sayward Bldg. Phone 3124.

SPIRITUAL CLAIRVOYANT — MRS. Scott, 1339 Johnson Street. Ph. 4337.

TURKISH BATH—STEAM OR ELECTRIC salt baths. Berre Lowenborg, Stockholm graduate masseur; specialist rheumatism, sciatica, etc. Crystal Garden. Phone 3387.

WANTED — WITH TRAINED NURSE, housekeeping room by aged invalid lady, with attention and meals when ill. Box 1013, Colonist.

WANTED—HOME FOR LITTLE BOY 3 years, view to adoption. Box 1863, Colonist.

"WEAR-EVER" ALUMINUM TRIPLI-sale saucepans, with detachable handle, suitable for electric ranges; economical on fuel. William Imlay-Gordon, local salesman (since 1912), phone 6161.

WHY WORRY? MME. MOBIUS, EXpert reader, Balmoral Hotel. Phone 3780.

YOUNG LADY, GOING EAST, WISHES to drive, sharing expenses. Phone 2304, or Box 1817, Colonist.

23 EDUCATIONAL

SPROTT-SHAW SCHOOL
Reopens Monday, August 11
Phone 327 or 936. Write or call for prospectus.
SPROTT-SHAW BUILDING
Douglas and Broughton Streets

COACHING—PRIVATE TUITION, HIGH School and matriculation supplementals. Sprott-Shaw School. Phone 326.

COACHING JUNIOR AND SENIOR MATRICULATION, mathematics and science. Phone 3341L.

MALVERN HOUSE SCHOOL, 1024 RICHMOND Ave., Victoria, reopens September 10. Prospectus.

ROYAL BUSINESS SCHOOL (OVER Campbell's, Government Street), phone 8244. Principal, Miss Barry. Stenographic, secretarial courses; individual attention, no failures, highest honors.

SHORTHAND SCHOOL, 1011 GOVERNMENT Street. Business subjects thoroughly taught. E. A. MacMillan, principal. Phone 374.

"SUNSHINE LODGE" COLLEGE FOR Young Citizens, 1249 Rockland Ave. Conforms to rules of New Education Fellowship. Co-educational, kindergarten, Montessori method. Special attention given to character development. Transportation by arrangement. Principal, E. B. Rallprient, B.Sc.A., 816 Tolmie Ave. 3916L.

SUPPLEMENTALS AND REVIEW WORK for school opening. Classes at New Era Business School. Phones 2892 and 2377.

THE NEW ERA BUSINESS SCHOOL, Ribben-Bone Bldg. Phones 2892-2377. Shorthand, typewriting, bookkeeping. All High School subjects. Coaching for civil service examinations.

THE STANDARD SCHOOL OF STENOGRAPHY AND TYPEWRITING
G. M. DICKSON
Night Classes Monday and Thursday, 7 p.m.
MT. DOUGLAS BLK., OAK BAY JUNCTION
TELEPHONE 3683

VICTORIA SCHOOL OF EXPRESSION—Mrs. Wilfrid Ord, P.T.U.L., 1005 Cook Street. Phone 329.

24 MUSIC

ATTFIELD—MANDOLIN, BANJO, GUITAR. B.C. Academy. Ph. 3847-5066Y.

BANJO, MANDOLIN, GUITAR AND ALL stringed instruments taught by W. G. Plawright, 1119 Broad Street. Phone 1862. Res. phone 5638RL. Hours, 1 00 9 p.m.; Saturdays, 9 to 1.

24B VIOLIN

ERNEST SEMPLE, VIOLINIST AND teacher. Studio, phone 3647; res., 7190.

24C SINGING

ADAM BOYD, TEACHER OF SINGING. Studio, 1306 Yates Street. Phone.

25 DANCING

BRUSH UP YOUR BALLROOM DANCING —You will enjoy it, so will your partners, if you learn him how, by Jose Farrington. Victoria Studio of Dancing; also ballet dancing. Tap dancing and ballet by Christensen, of New York. 638½ Fort Street.

28 DRESSMAKING

CROKERS, FURS, REMODELED; MODerate charge. Phone 4186.

LOOSE COVERS FOR FURNITURE AND car. Dressmaking. Phone 7857R.

29 LOST AND FOUND

FOUND — CORNER OF LOGAN AND Harriet Roads, a gold brooch, oval-shaped, with pearls and oval stone in centre. Phone 4424L3. Found end of July.

LOST — SCOTCH TERRIER IN JAMES Bay. Answers to name, "Able." Reward. Phone 6390L3.

LOST—FRIDAY MORNING, ON DOUGLAS or Yates, billfold and change purse combined. Mrs. Harry Beach. Finder phone 6049P. Reward.

LOST TIRE WITH TUBE, COOK ST., Saturday afternoon. Phone 4273R.

29 LOST AND FOUND (Continued)

LOST—FOX TERRIER PUPPY, BLACK and white, answers to name of "Pat," from Reynolds Street, Lake Hill. Phone 3341R1.

LOST — A KEY CASE AND KEYS. Please return to Box 1067, Colonist. Reward.

LOST—GREY GEORGETTE BLOUSE, on Government near Johnson. Reward. Royal Street-Pooce. Room 515.

STRAYED FROM 1724 JOHNSON, WHITE Tom cat. Finder please phone 6073R. Reward.

STRAYED FROM 1565 ROCKLAND AVE., wire-haired terrier, answers to name of "Patsy." Phone 159. Reward.

30 TIMBER BROKERS

FOR SALE—1½ MILLION FEET TIMBER, close to railroad. More available. Apply 1221 Broad Street.

TIMBER FOR SALE. GIRDWOOD & CO., Pemberton Bldg.

31 MONEY TO LOAN

AGREEMENTS AND MORTGAGES PURCHASED. Money to loan. Foot & Manzer, Barristers, Bank Nova Scotia Bldg.

LARGE AND SMALL AMOUNTS—Building loans a specialty. No delay. Brown Bros., 206 Pemberton Building.

MONEY TO LOAN ON IMPROVED REAL estate at current rate of interest; strictly confidential, quick decisions, reasonable charges. P. R. Brown & Sons, Ltd., 1112 Broad Street. Phone 1076.

MONEY TO LOAN ON FIRST MORTGAGE. Swinerton & Musgrave, Ltd. 640 Fort Street.

SEVEN PER CENT MONEY AVAILABLE in a limited amount on first mortgages, good improved residential property. The Royal Trust Company, Belmont House, Victoria.

32 WANTED TO BORROW

MONEY WANTED—WE HAVE FOR disposal some very choice first mortgages of $400, $500, $750, $1,000, $1,500 and $2,000 respectively, at the current rate of interest. If you have idle funds we shall be very pleased to show you our offerings. P. R. Brown & Sons, Ltd., 1112 Broad Street. Phone 1076.

37 MISCELLANEOUS

AUTO TRUNKS BUILT TO FIT YOUR car. Loose covers for cars a specialty. Furniture repairs and upholstery. Victoria Auto Trunk Works, 2312 Oak Bay Ave. Phone 7186.

37 MISCELLANEOUS (Continued)

ALL YOUR TRASH WILL BRING YOU cash, such as rags, bottles, also tools, stoves, furniture, or anything else. We call anywhere and pay best prices. Phone 3136.

GOLDFISH AQUARIUMS WITH FOUNTAINS, built any size to shape. 3775Y.

LAWN MOWERS SHARPENED, $1; FREE delivery. Peden Bros., 1410-12 Douglas St. Phone 817.

SAWS, ALL KINDS, FILED, SET, gummed, etc. Phone W. Emery, 1567 Gladstone Avenue.

38 TO RENT—MISCELLANEOUS

FOR RENT—MODERN STORE, WITH good display window, with a depth of 100 feet, mezzanine floor, hot water heat. Fort Street, close to Douglas Street. Apple Empire Realty Co., 737 Fort Street.

OPPORTUNITY FOR BUTCHER

ROYAL OAK—Good location, store 10 ft. by 35 ft., with showcases, scales, etc. Now available. $35 per month.

PEMBERTON & SON
625 Fort St. Phone 388

LARGE DISPLAY WINDOW, WITH office space and storage facilities, if required, central. Risby's Storage, 719-731 Courtney Street.

TENNIS COURT, WEDNESDAYS AND Saturdays, 25c an hour. 1362 Richardson Street. Phone 2587R.

40 FOR SALE, MISCELLANEOUS

40A BUILDING MATERIALS

A LARGE QUANTITY OF CORRUGATED iron, all sizes in pipe and fittings, also roofing paper. Victoria Junk Agency, 1314 Wharf Street, phone 1336.

GLAZED SASH, FRENCH DOORS AND art glass in sins, lead or copper, at reduced prices. Garage door, 4 ft. x 7 ft., glazed, $9. R. A. Green Lumber Co., 2360 Maple Street. Phone 3867.

40C FUEL

100 LBS. SACK COAL, 75c, DELIVERED. Phone 177 or 174.

40D FURNITURE

CONTENTS OF NEWLY FURNISHED bungalow, including walnut bedroom suite, Wilton carpets, gramophone, cook stove. Phone 8787L1 after 3 p.m.

FOR SALE, CHEAP—OAK DINING-room suite, including buffet, table and six chairs. Phone 4810X.

MAHOGANY FURNITURE, READY FOR finishing. Dressers, tables, etc. Furniture in order and repaired. R. A. Green Lumber Co., 2360 Maple Street. Phone 3867.

40E MUSICAL INSTRUMENTS

A FEW BARGAINS AT THE WILLIS Piano House. A Gerhard Heintzman upright Louis piano, practically as good as new; a wonderful bargain (terms) at $350. An upright piano in fumed oak, in perfect condition, for $275. A $100 cabinet style Victrola for $60, and we've a couple of Edison cabinet gramophones at $16. Willis Pianos, Ltd., 1003 Government St. Phone 818.

LUDWIG PROFESSIONAL DRUM OUTFIT, $35. P. E. George's Music Store, 700 Pandora Avenue.

AT LAST
ORTHOPHONIC REPRODUCERS ON SALE AT $3
Fix Up Your Old Gramophone
DAVID SPENCER, LIMITED
Music Department

40F RADIO

WE TEST TUBES FREE

TO GET THE BEST RESULTS FROM your radio, your tubes must be in perfect condition. Have our service department check your radio today.

RADIO-LECTRIC LIMITED
633 Fort Street Phone 8111

IF YOU WISH THE BEST—SEE THE NEW SPARTON MODELS!

KNOWN LAST YEAR as the world's finest radio, this year Sparton is even more magnificent, with new refinements of design and enhanced tonal beauty. Come in and see the new models. Hear one in your own home!

DAVIS & KING, LTD.
917 Fort Street Phone 711

ELECTRIC RADIOS FOR HIRE BY THE week or month. 541 Johnson Street; phone 728.

A GUARANTEED SECOND-HAND OR new electric radio sold on easy terms. Victory Cycle Works, 581 Johnson Street. Phone 728. Opposite Red Cross Workshop.

EXPERT RADIO SERVICE, ALL TYPES and models of radio sets repaired. Silver-Marshall Service Station; operator, S. P. Siddall, 230 Moss St. Phone 3396.

GET A GOOD SECONDHAND RADIO AT a very fair price. All guaranteed. Call and see for yourself. S. Goucher, 736 Yates Street.

LATEST MODEL MAJESTIC LOWBOY, as new, at bargain price. Phone 9060L.

SCREEN GRID CONSOLE RADIO, BEST dynamic speaker on the market; our price, $125. Can you beat that? Jacob Aaronson, 581 Johnson Street, opposite Red Cross Workshop, phone 728.

WATCH FOR 3 DIFFERENT MAKES of radios in a few days, something new in the radio field. Big price reduction. Jacob Aaronson, 581 Johnson Street. Phone 728.

40G OFFICE AND STORE EQUIPMENT

REMINGTON TYPEWRITER, 14-INCH carriage, model 10, with tabulating keys set from board, perfect condition. Box LK 00039, cash $80. Box 1814, Colonist.

LARGE ROLL-TOP DESK, $45. Phone 3333Y.

Double Service in Want Ads

You can telephone your answers as well as your classified advertisements to The Colonist. Readers are often interested in Want Advertisements that do not carry the names or addresses of advertisers, but a Colonist box number. For the accommodation of those readers who find it inconvenient to write an answer, and to serve the advertiser better, we will take replies to Box Numbers over the telephone.

The Colonist service is available from 8 a.m. to 10 p.m., excepting Sundays. Phone 11.

40 FOR SALE, MISCELLANEOUS (Continued)

40K BICYCLES AND MOTORCYCLES

FOR SALE—LADY'S BICYCLE. PHONE 2306R.

FOR SALE—C.C.M. BICYCLE, IN FIRST-class condition and just like new, cheap. 2214 Sayward Avenue.

GENT'S ENGLISH BICYCLE FOR SALE, 22-inch frame, 3-speed gear, good condition, $30. 668L.

IT'S EASY TO OWN A BICYCLE—$5 down and $5 per month. Expert bicycle repairs, thirty years' experience. Victory Cycle Works, 581 Johnson Street. Phone 728.

2 GOOD GENTS' BICYCLES, C.C.M. AND a Rudge, $10 and $12 each. Shelbourne Garage. Phone 432.

1930 "45" MODEL HARLEY-DAVIDSON, 8 months old. A sacrifice for $300 cash. Phone 85L1 or write Box 477, Duncan, B.C.

40L STOVES AND RANGES

McCLARY RANGE, ALMOST NEW, white enamel. Will sell cheap, $90. Phone 3394L.

MOFFAT ELECTRIC RANGE, PRACTICALLY new. Phone 3163.

RANGES—$3 PER WEEK. PHONE 4669. 715 Pandora Avenue. Sole agents for Findlay Ranges. McClary repairs.

RANGE CASTINGS FOR ALL MAKES of ranges. B.C. Hardware, 719 Fort St.

SIX-HOLE FAWCETT RANGE, WITH waterfront, warming closet, $30. Carter's Stove Store, 832 Fort Street. Phone 7130.

40X MISCELLANEOUS

ALLEN-BRADLEY BATTERY CHARGER, 110-volt direct current, 1 to 14 batteries capacity, good as new, $45. Apply Corfield Motors, Parksville, B.C., or Automotive Sales Co., Victoria.

ALL ALIVE AND NO KICKING — Plenty of fish coming in. Prices coming down. Askey's Fish Market, 638 Yates. Phone 3819. We deliver.

APPLES AND PEARS, 3c A LB., PICK them yourself, at Yerdter's place, corner of West Saanich and Stelly Cross-road.

A GENERAL ELECTRIC VACUUM cleaner, as new, cheap. Phone 6869L.

BABY CARRIAGE, AS NEW, $18; GOcart, $4.50. Phone 3175L.

BOATS, LADDERS, PARK SWINGS, dog kennels, chicken houses. Jones Bros., 837 Fort Street. Phone 1692.

BURN ROCKGAS—COOKING, LIGHTING, HEATING, ANYWHERE. 666 YATES STREET.

BLACK GARDEN LOAM, CLAY, SAND, cinders, gravel, manure, delivered anywhere. Hauling, grading, fencing, etc. Phone 8435R1.

CONNOISSEURS — BEAUTIFUL OLD sampler, splendid condition, on view Graves, Gordon Head, R.M.O. 4.

DEMONSTRATION MOVIE KODAK, $33 off list. Phone 6824.

FIRST YEAR COLLEGE BOOKS. PHONE 6783Y.

FOR QUICK SALE—EARLY PEARS, 5c to 6c per lb. Bring your own containers. Three barrels of green pears, suitable for stock or poultry. Phone 1274R.

FOR SALE—ENGLISH PRAM, ALMOST new. Phone 3941L.

FOR SALE — CONVERTIBLE PROTAR F 6.3 lens, 8½-inch focus, in compound shutter. Phone 3602.

FOR SALE — TWO-CYLINDER DEEP water pump and engine. W. Pearce, Blenkinsop Road.

FOR SALE—GOBLIN SAWDUST BURNER, 10-inch. Phone 5330R, evenings.

GOATS' MILK DELIVERED; IN OAK BAY and district. C. H. Unwin. Phone 7287X3.

INVALID CHAIR, RUN BY HAND OR motor, 60 miles per gallon, speed, 3 to 20 miles, never been used, just from England. Bargain. Phone 3107R.

MAYTAG WASHING MACHINE, ELECTRIC Singer sewing machine, electric; child's crib, no dealers. 1018 Rockland Avenue.

PAINTS, OILS, VARNISHES AND WINDOW glass. The Cleveland Co., Ltd., 949 Fort Street. Phone 37.

QUICK SALE, BARGAIN FOR CASH—Almost new auto tent, folding camp beds, chairs, Coleman stove, complete outfit. 1116 Yates. Phone 874.

RANGE CASTINGS FOR MOSTLY ALL makes. B.C. Hardware.

STOVES AND RANGES, MANY MAKES. We repair and install coils, waterfronts, parts, boilers, etc. Southall's Stove Exchange, 801 Fort Street. Phone 4229.

WORLD BOOK AND SEVERAL TEACHERS' books for sale, a bargain. Phone 5431, or call at 1946 Crescent Road, Foul Bay.

$1 WEEKLY BUYS SINGER SEWING machine. A. E. Taylor & Co., 716 Yates.

3 POUNDS OF SCOTCH AND BUDweiser malt, 1 packet hops, 6 lbs. Demerara sugar, 1 yeast cake—all for $1. Delivered anywhere. Hill's Grocery. Phone 127 or 164.

3 ELECTRIC WASHING MACHINES (used), $35 and up. 719 Yates, phone 632.

4 OR 5-H.P. GASOLINE ENGINE, $75. Apply, evenings, 6 to 7, 2880 Dysart, Gorge.

5-TUBE RADIO, WITH TUBES, $17.50; one-dial Northern Electric, $45; "44" screen-grid Radiola, $127 complete; beautiful walnut table speakers, with table, $35; short-wave sets, $12.50; Roberts' Reflex, complete with speaker, $23; chemical ground aerials, $2.75; 201 A tubes, $1.50; seven-tube electric radios, complete, $67.50.

JACOB AARONSON'S
NEW AND SECOND-HAND STORE
581 Johnson Street Phone 728
Opposite Red Cross Workshop

Estd. 1908 Oldest Adv. Agency in B.C.

"Advertising is to business as steam is to machinery"

MIMEOGRAPHING! MULTIGRAPHING! NEWSPAPER AND MAIL ADVERTISING! MAILING LISTS! ADDRESSING!

We write and mail letters, price lists and postcards that "tell and sell." Special prices for Retail Stores' weekly or monthly lists of shopping hints. Up-Island stores can have this work done and delivered within 24 hours. When in a hurry for copies of Notices of Meetings, Legal Documents, Mining Reports, Lists of Creditors and Debtors, Balance Sheets, Price Lists, Ruled Forms for factory or office use, call on us or phone 1915. Clubs, Lodges, Churches, etc., should get our prices.

NEWTON ADVERTISING AGENCY

Mail and Newspaper Advertising. Multigraph and Mimeograph Circular Letters and Postcards. Addressing. Mailing. Mail Advertising Planned, Printed and Mailed.

Suite 1, 605 Fort Street Phone 1915

41 WANTED—MISCELLANEOUS

ABSOLUTELY HIGHEST PRICES PAID for rags, bottles, tools, stoves, furniture, or anything you wish to dispose of. We call anywhere, any time. Phone 6186.

ANTIQUES, OLD GOLD, DIAMONDS. Best cash prices. Strictly confidential. Rose, 1013 Government Street.

CHICKEN FEATHERS IN ALL GRADES bought by the Victoria Bed & Mattress Co., phone 3146, 779 Topaz Avenue.

MRS. JOWITT, 821 FORT STREET, buys and sells ladies' and gents' high-class discarded clothing, antiques of all descriptions. Best prices paid. Phone 3134.

ODDY'S, 1600 DOUGLAS STREET—WE buy good class furniture, china, silver, old jewelry and glassware. Good prices paid. Phone 7453.

VICTORIA JUNK AGENCY CO.
1316 Wharf St. Phone 1336

Largest buyers of metals, sacks, iron, rags, bottles, pipe, machinery, tools and furniture. Phone calls promptly attended to anywhere.

PHONE 6186—WE PAY BEST PRICES for bottles, rags, tools, stoves, furniture or anything else you wish to dispose of. We call anywhere, any time. Try us.

WANTED—A POWER CHAFF CUTTER, with or without engine. Box 1849, Colonist.

WANTED TO PURCHASE — 12 x 14 tent with fly. Phone 5578R3.

WE CALL AND COLLECT WASTE paper. Phone 7343L. 511 Johnson.

WANTED—GOOD GAS GRATE—Box 1736 Colonist.

WANTED—SMALL CAST IRON COOK stove for a camp. Phone 814.

47 ROOM AND BOARD

A PAYING GUEST RECEIVED IN beautifully appointed private home. Bright sunny room, adjoining exceptionally attractive bathroom. Breakfast and dinner; catering unexcelled. Charming surroundings, close to sea, park and car; walking distance city. Guest taken motoring. In replying, please give particulars of requirements, etc. Box A. B., Colonist.

AT 1433 FERNWOOD ROAD—ROOM and board. Block from Yates, buses pass the door. Phone 2368.

A COMFORTABLE HOME WITH breakfast; board if desired, single or double room, facing park; garage. 812 Heywood Avenue. Phone 2726L.

A NICE COMFORTABLE FRONT ROOM, with board, suitable for one or two gentlemen, at 1146 Rockland Ave. Phone 4631.

ABERDEEN HOTEL, 941 McCLURE. Transient and residential, central. Running water in rooms. Phone 1918O.

BOARD AND ROOM FOR TWO MEN, September 1. No other boarders kept. Box 1714, Colonist.

BOARD AND ROOM FOR NORMAL students, moderate terms; walking distance. Box 1898, Colonist.

BRAIDFLOWER — BOARD-RESIDENCE, home cooking, near Gorge Park and golf course. Moderate terms. Phone 4823Y.

COMFORTABLE ROOM, SINGLE OR double, close in, facing park, board optional. 232 Douglas. 7353R.

COMFORTABLE PRIVATE HOME, GARAGE. 1636 Camosun. 4561L.

GOOD HOME FOR NORMAL STUDENTS close to school. 2933 Foul Bay Road.

GOOD ROOM AND BOARD IN PRIVATE family. Phone 3917L.

LARGE CHEERFUL DOWNSTAIRS BED-sitting-room, fireplace, with board. 1144 Rockland Ave. Phone 796.

LARGE FRONT DOUBLE BEDROOM. 433 Vancouver. Phone 7692R.

ROOM AND BOARD FOR STUDENTS, $30 a month; two sharing room, $25 each; walking distance to Normal, College and High School. 1043 Clare Street. Phone 8436L.

ROOM AND BOARD IN PRIVATE HOME for business lady; reasonable. Phone 8231R3 evenings.

ROOM IN COMFORTABLE HOME, with or without board, near car, in Oak Bay district. Phone 4845Y. Box 1777, Colonist.

ROOM AND BOARD FOR NORMAL students at $30 a month; 2 sharing, $25. Walking distance. 1007 Redfern St.

ROOM AND BOARD, "CHERRY BANK," 819 McClure Street, centrally located. Phone 7194O.

PLEASANT FRONT BEDROOM WITH board, near James Bay Hotel. Phone 6361Y.

ROOM AND BOARD, NEAR SEA, CAR line, park; garage. Phone 8097L.

SMALL, CHARMING HOTEL, OSBORNE Court; table board. 817 McClure St. Miss Ewing. Tel. 6873.

THE MAPLES, 1306 YATES STREET—Select room and board; garage. 7378L.

WHEELER'S, 966 BANK STREET—EXcellent home. Phone 2455Y.

$7 WEEK — ROOM AND BOARD. 739 Sayward Street. Phone 4049R.

48 ROOM AND BOARD WANTED

ONE BEDROOM-SITTING-ROOM, WITH open grate, also separate bedroom, on ground floor, with board. Garage. James Bay district. R. W. Macintyre, Duncan, B.C.

VICTORIA HIGH SCHOOL STUDENT requires board and room in return for services in nice home. Write Miss O. Mowbray, Cowichan Station.

49 ROOMS TO RENT

49A FURNISHED

BROADWAY ROOMS
Clean and Comfortable
75c NIGHT, UP, AND $2.50 WEEK, UP
Corner of Johnson and Broad Sts.

CECIL HOTEL
1323 BLANSHARD STREET

BRIGHT, comfortable modern rooms and bath. Reasonable rates. Phone 1916O.

COMFORTABLE ROOM, SUIT ONE MAN, in town. Apply 824 Douglas. Phone 5446L.

FURNISHED ROOM, REASONABLE rate. 2423 Blanshard, close to Hillside car line. Phone 6186L.

FURNISHED ROOM — ACCOMMODATE two ladies, near Exhibition. 1081 Fort Street. Phone 304.

JAMES BAY — 349 TORONTO, WELL furnished rooms, kitchenette; garage. 6900Y.

LADY WOULD ALLOW USE OF PRETTY room, with good piano, to music teacher or student; private home. Terms according to requirements. Box 1809, Colonist.

LARGE FURNISHED BEDROOM, SUIT two gentlemen, breakfast if desired; garage, central. Phone 3668L, mornings or evenings.

PLEASANT ROOMS—$1 PER DAY, $5 per week. Phone 3086L.

SEMI-BEDROOM, $1 PER DAY, $5 PER week. Phone 3061L.

SINGLE AND DOUBLE ROOM FOR students, or others; consideration two sharing, reasonable. Phone 6816R. Box 1916, Colonist.

TO RENT—FURNISHED FRONT ROOM, in private family; suit business men. Phone 4321L.

VICTORIA WEST—TWO LARGE PLEASANT rooms, with bath, reasonable. Phone 6060R.

49B UNFURNISHED

3 UNFURNISHED ROOMS, $12 MONTH, corner Fernwood and Johnson Street.

50 ROOMS WANTED

50A FURNISHED

YOUNG GENTLEMAN REQUIRES ROOM and board (except lunch), in Rockland; permanent. Box 1918, Colonist.

51 HOUSEKEEPING ROOMS TO RENT

51A FURNISHED

AT 918 COOK—NICE LIGHT HOUSEkeeping rooms. 3680L.

AT 1323 YATES—COMFORTABLE FURnished housekeeping rooms, garage.

AT ISLAND APTS. — FURNISHED light housekeeping rooms. Phone 9127.

AT 735 VIEW STREET, HOUSEKEEPing rooms, half block from Spencer's.

ATTRACTIVE HOUSEKEEPING ROOMS, conveniences. 441 Vancouver Street.

ATTRACTIVELY FURNISHED HOUSEkeeping rooms, kitchenette. 1318 Linden, phone 3666X.

51 HOUSEKEEPING ROOMS TO RENT (Continued)

BELVOIR LODGE — SELECT HOUSEkeeping rooms. 2170 Fort. Phone 9046.

COMFORTABLY FURNISHED, LARGE front housekeeping room, near Crystal Garden, reasonable. 803 Heywood Ave.

COMFORTABLE FURNISHED HOUSEkeeping rooms. 1196 Fort Street. 5946R.

CLEAN, COMFORTABLE HOUSEKEEPing rooms, with kitchenette. 1124 Fort.

DELHI HOTEL—HOUSEKEEPING AND single rooms. 917 Yates Street. Mrs. Skelton.

FURNISHED AND UNFURNISHED housekeeping rooms; garage; large garden. Phone 4469.

FURNISHED HOUSEKEEPING ROOM, cabins, $4 a month and up. 1936 Hillside.

FURNISHED HOUSEKEEPING ROOMS, $10 month. 1169 Vancouver St.

HOUSEKEEPING ROOMS, SUITES, fully modern; central; elevator service; comfortable modern bedrooms at reasonable weekly and monthly rates. Ritz Hotel, 710 Fort. Phone 81.

ONE SINGLE, ONE LARGE HOUSEkeeping room; all conveniences. 1143 Rockland.

SELECT HOUSEKEEPING ROOMS, MODern, kitchenettes. 417 Vancouver St.

SUITE ROOMS, 919 VANCOUVER ST., also furnished cottage, close in.

WATERFRONT HOUSEKEEPING ROOM. Gas, suit two girl chums, $1 per day. Phone 7545X.

YALE ROOMS, 711 JOHNSON STREET—Comfortable modern housekeeping and sleeping rooms. Rates, including gas and linen, $3.50 to $4.50 per week. Phone 6371O.

52 HOUSEKEEPING ROOMS WANTED

52A FURNISHED

TO RENT — COMFORTABLE LOWER furnished flat. 440 Quebec Street.

53 FLATS AND APARTMENTS TO RENT

FOUR NEW UNFURNISHED APARTMENT suites, comprising one and two bedrooms, steam heating, gas ranges. These apartments are up to date and are situated in nice localities. Rent from $40. For further particulars apply to

RENTAL DEPARTMENT
PEMBERTON & SON
625 Fort St. Phone 388

TUDOR MANOR APARTMENTS
1063 FAIRFIELD ROAD

SUITES to rent in this new, modern and exclusive apartment house. Beautifully situated in a grove of maple trees. Has all the quiet seclusion of the country with the added advantage of being only four or five blocks from the shopping centre. Kitchens equipped with Frigidaire, gas ranges and ironing boards. Ample cupboard space and storage. Garage with each suite. The building is of Tudor design, and fitted with all the latest equipment for comfort. Radio plugs and aerials installed in every suite. Inspection invited. For further information phone 8732L.

AT 2270 COOK STREET—ATTRACTIVE three-roomed apartment, unfurnished, ground floor. Garage. 6440R.

AT BELWIL, FURNISHED, ONE, TWO and three-room apartments. Phone 3184O.

AT MODERATE RENTS—NICELY FURnished suites. Le Roy Apartments, 503 Montreal.

AT 1314 YATES—SMALL APARTMENT, every convenience, Oil-o-Matic heat, garage.

AT WILMERN APARTMENTS, COMfortable suite; close in, ground floor. 7902R.

A LOVELY FOUR-ROOM FURNISHED apartment—2 bedrooms, in private home, electric stove, etc., near St. Margaret's School. Apply 1600 Gladstone Ave. Phone 8703L.

AT MT. EDWARDS, VANCOUVER ST.—Furnished or unfurnished flat for rent, with Frigidaire. Phone 2342.

A SUNNY FURNISHED SUITE, CENtral, near car and beach. Phone 7895R.

AT 1116 PANDORA — MODERN FURnished apartment.

BEAUTIFULLY CLEAN SUITE, FURnished, close in. Apply 1721 Quadra.

CLEAN, SWEET, AIRY AND HOMELIKE. Well-furnished small apartments with ear-equipped kitchenettes, ample bathroom, shower bath and toilet accommodation. Interview room for use of guests. Heat, light, hot and cold water provided free. Rentals moderate. See Mrs. George H. Allen at the new "Victoria House," 1118 Rockland Avenue.

BROADWAY COURT, 442 SUPERIOR Street, furnished and partly furnished suites, self-contained, bright, attractive; gas ranges. Close in. Phone 3400.

CARLTON APTS., 711 PANDORA—FURnished vacant housekeeping rooms.

COLLINSON APARTMENTS
Unfurnished Suite, 1119 Collinson Street

FAIRFIELD — FULLY FURNISHED three-room suite, garage. Phone 6098L.

FURNISHED SUITE, 3 ROOMS AND kitchenette, fireplace, garage, central, quiet. Business couple preferred. Phone 3968L, mornings or evenings.

IMMEDIATE POSSESSION — 4-ROOM modern apartment; gas range and hot water supply, high elevation, beautiful garden, secluded location; easy walk to city; close to car; a triplex house; $40 per month.

VICTORIA REALTY & BUILDING LTD.
618 View Street Phone 3030 or 6186

JAMES BAY—FURNISHED SUITE, PRIvate bathroom. Choice location. Phone 4281L.

MARINE CHALET, OAK BAY — VICtoria's finest furnished kitchenette apartments, electric refrigeration, near beach, car line and golf links. Phone 3754.

NICE TWO-ROOM SUITE OR GROUND floor; furnace heat and fireplace; private home; close in, off Quadra. Vacant September 1. Reasonable rent. 6504X.

STRICTLY MODERN

FURNISHED AND UNFURNISHED SUITES IN THE DE COSMOS APARTMENTS ARE NOW AVAILABLE. OIL HEAT, FRIGIDAIRE, SOUNDPROOF. SEE MANAGERESS OR PREMISES OR VICTORIA REALTY & BUILDING, LTD. 618 VIEW ST. PHONE 3030-6186

VERY ATTRACTIVE, NEW 4-ROOMED suite in select Hollywood Crescent district, private front and rear entrances, front porch, splendid bathroom, hot-water heating and newest gas range. Near beach, sea view from every room. Apply 1016 Hollywood Crescent. Phone 7860R.

WELL FURNISHED SUITE—FINE VIEW. 340 Linden Avenue.

BEVERLEY HOTEL APARTMENTS
734 Yates Street
LARGE SIX-STORY MODERN BUILDING
Strictly First Class

NEAR LARGE STORES AND THEATRES —When visiting in Victoria, greatly reduce your expenses by occupying one of our lovely housekeeping suites or single rooms. All complete, with free gas, electric light, hot and cold water, private bath, etc.

Phone 3863 Jas. A. Griffith, Prop.

SEACROFT—ONE FURNISHED AND ONE unfurnished apartment vacant, all electrical, sea views, garage. Phone 1962.

THE WILLINGDON, 904 McCLURE ST.—Fully modern apartments. Apply Suite 6, 9 to 12 a.m. or after 3 p.m.

1144 DALLAS ROAD — FURNISHED suite, overlooking sea. Adults. Phone 8712L.

54 FLATS AND APARTMENTS WANTED

WANTED—UNFURNISHED FLAT, CLOSE in; first sight. Box 1367, Colonist.

55 HOUSES TO RENT

55A FURNISHED

A FULLY MODERN FOUR-ROOM FURnished bungalow, near St. Margaret's School. Apply 1600 Gladstone Avenue.

EASY WALKING DISTANCE — 5-ROOM bungalow with hot-water heating and garage, comfortably furnished, including piano. Immediate possession. $50 per month. The Royal Trust Company.

FOUR ROOMS, BATH, ELECTRIC range, $27.50, including water. 961 Collinson.

55 HOUSES TO RENT (Continued)

NEW RESIDENCE, ARTISTICALLY AND COMFORTABLY FURNISHED, situate in one of the choicest positions on Oak Bay's waterfront, available for rental to the right people from September 1, for one year, at $300 per month, or until June 1 at $350. Contains every modern device such as automatic oil heat, electric range, foal and electric fireplaces, shower baths, etc. Four master bedrooms and ten bathrooms on upper floor, maid's quarters and bathroom. The view from the spacious drawing-room and dining-room is superb.

See us for further particulars.

THE ROYAL TRUST COMPANY
Real Estate Department
Belmont House Victoria, B.C.

LEASE FOR SIX MONTHS

FROM SEPTEMBER—Beautiful home of seven rooms; four bedrooms, Frigidaire, electric stove, hot water heating, large grounds, including tennis court. Exclusive district. Rent $100 per month.

J. A. WALKER & CO., LTD.
1100 Government Street Phone 1466

FOR RENT, FROM SEPTEMBER 1 TO December 15—New house, with 8 bedrooms, 3 bathrooms, 2 sitting-rooms, kitchen, etc.; electric cooking range and hot water system, completely furnished, with silver and linen, etc.; situated on sea, adjoining Oak Bay golf course. $125. J. P. Dick, P.O. Box 784, City.

FOR RENT — GREENHOUSE PROPOSITION, 841 Roderick Street, occupied by Mr. Brandrath, gardener. Vacant September 10 next. Apply to G. Fraser, Colonist Office, or phone 1322R. Will sell or lease.

FULLY MODERN FIVE-ROOMED WELL-furnished bungalow, automatic heating, garage. Best residential district. Apply 1100 Tolmie Avenue. Phone 5790X.

HOUSEHOLD GOODS TO REMOVE—Packed and shipped with care. Try Jeeves Bros. Phone 2343.

HOUSES, FURNISHED OR UNFURNISHED, for rent or for sale, on easy terms. Fred M. Russell, 112 Pemberton.

JAMES BAY—WELL FURNISHED SEMI-bungalow; furnace, gas, garage. 6809Y.

JULY AND AUGUST — SPLENDIDLY furnished seven-room home, Fairfield, near sea and park; $100 month. Phone 6326L.

LOWER HALF OF MODERN FURNISHED house, James Bay. Phone 925R.

MODERN SEVEN - ROOMED HOUSE, furnished. Wark Street, $40 per month. Home Realty Co., Victoria's Home Specialists, 1311 Douglas Street.

NICELY FURNISHED MODERN 5-ROOM bungalow, nice garden and garage, close to car. Phone 2771L, or call 882 Manchester Road, after 6 o'clock.

OFF QUADRA, 6 ROOMS, $40; 1119 Leonard Street, furnace and garage, $45. Phone 6800. Reservear & Gordon, 318 Union Bldg.

SEASIDE FULLY FURNISHED BUNGALOW, two bedrooms. 141a Crescent Rd.

SMALL FURNISHED COTTAGE, NEAR Parliament Buildings and C.P.R. Apply 413 Belleville Street.

TO RENT—TEN-MILE POINT, TUDOR Avenue, furnished cottage, two rooms, $30, with water. Mrs. Dever, Marigold.

8-ROOMED FURNISHED HOUSE—FURnace and garage, $85 per month. 1346 Belcher Avenue.

2580 GRAHAM STREET—SIX-ROOM house, plainly furnished. Immediate possession. $30. T. P. McConnell, Pemberton Bldg.

55B UNFURNISHED

2839 GOSWORTH RD.—FIVE ROOMS; two bedrooms, furnace $22.50
947 Meare Street—Six rooms, three bedrooms; newly decorated 35.00
1738 Second Street—Four rooms, two bedrooms, hot water heating 22.00
848 Hampshire Road—Five rooms, two bedrooms, furnace 30.00

PEMBERTON & SON
625 Fort Street Phone 388

1400 ST. PATRICK STREET, SEVEN rooms $45.00
1434 Yeanton Street, 8 rooms 35.00
616 Ellice Street, 6 rooms 30.00
1390 Wilmot Place, 6 rooms 37.50
3124 Glasgow Avenue, 6 rooms 30.00
937 Woodlands Road, 4 rooms 11.00
816 Linden Avenue, 9 rooms 60.00
2712 Cavendish Avenue, 9 rooms 40.00
2648 Douglas Street, 7 rooms 27.50
1638 Redfern Street, 8 rooms 31.00
72 Dallas Road, 7 rooms 35.00
106 South Turner Street, 8 rooms 22.50
1320 Johnson Street, 9 rooms 25.00
1495 Fort Street, 9 rooms 38.75
1731 Neattein Street, 8 rooms 20.00
2386 Estevan Avenue, 8 rooms 23.00
427 Powell Street, 8 rooms 40.00
1050 Monterey Avenue, 8 rooms 45.00
581 John Street, 9 rooms 12.00

P. R. BROWN & SONS, LTD.
1112 Broad Street Phone 1076

3097 HARRIET ROAD, 8 ROOMS, 5 bedrooms $54.00
440 Moss Street, 9 rooms, 5 bedrooms 30.00
3068 Goldsmith, 4 rooms, 3 bedrooms 13.00
1591 Montrose, 7 rooms, 4 bedrooms 35.00
541 Carswell, 4 rooms, 2 bed, garage 25.00
1112 Leonard, 9 rooms, 3 bedrooms 25.00
2331 Estevan, 7 rooms, 3 bed, garage 27.50
1836 Pell St., 5 rooms, 3 bedrooms 27.50
836 Linden, 7 rooms, 3 bed, garage 40.00
1046 Rockland, 9 rooms, 5 bedrooms 40.00
1036 Pendergast, 8 rooms, 2 bedrooms 35.00
1725 Duchess, 8 rooms, 3 bed, garage 45.00
454 Newport, 8 rooms, 4 bed, garage 60.00
2585 Prior, 5 rooms, 3 bedrooms 20.00
1739 Oak Bay, 6 rooms, 4 bedrooms 35.00

HEISTERMAN, FORMAN & COMPANY
Phone 55

526 COMERFORD, 7 ROOMS, $22.50; 1148 North Park, 7 rooms, $30; 304 Wilson Street, 7 rooms, $18; 341 Cornwall, 9 rooms, $25; 2626 Yates Street, $30; 1029 Lillian Road, 9 rooms, $30; Seaview Road, 6 rooms, $30; 2744 Avebury Avenue, 7 rooms, $30; 2838 Gosworth Road, 9 rooms, $25; 700 Hillside Avenue, $30; 1651 Moncrate Street, 8 rooms, $30; 1226 Fort Street, 7 rooms, $35; 2528 Bridge Street, $21; 1804 Quamichan Street, 6 rooms, $45; Falmouth Road, 5 rooms, $7.50; 1729 Duchess Street, 5 rooms, $85; 271 Toronto, 5 rooms, $30; 204 Wilson, 5 rooms, $25; 937 Arm, 29 rooms (semi-furnished), $100; 1204 Quamichan Street, 9 rooms, $45; 306 Cornwall Street, 6 rooms (semi-furnished), $22; 1018 Redfern Street, 7 rooms, $21.

H. G. DALBY & CO., LTD.
634 View Street Opp. Spencer's

EXCEPTIONALLY FINE 7-ROOM HOME, IN SPLENDID CONDITION, VACANT SEPTEMBER 1. HIGH ELEVATION. $40 PER MONTH, INCLUDING GARAGE.

VICTORIA REALTY & BUILDING LTD
618 VIEW ST. PHONE 3030, 6186

A MODERN SIX-ROOM HOME, FOUL Bay: open fire, 3 bedrooms, basement, furnace, garage, $35; off Quadra, 3-room bungalow, garage, $20. Phone 6800. Reservear & Gordon, 318 Union Bldg.

A FIVE-ROOMED AND SUNROOM, $130. McLaren, near Monterey School, Oak Bay. $38.

EIGHT-ROOMED HOUSE, FOUR BEDrooms. Vacant September 1. Rent $30. Phone 5363R.

EIGHT-ROOM TWO-STORY HOUSE with full basement and furnace at 113 Cambridge Street. Modern and good location. $35 per month. Alder & Sons, Ltd., 630 View Street.

FIVE ROOMS, MODERN, TO RENT, includes cook stove, blinds, linoleum, garage, nice garden, good view, fruit trees, can lease for one year, $25 per month. Possession in six days. Phone 1743.

FOR RENT, UNFURNISHED — LARGE home on Foul Bay Road, with couple acres of ground, two-car garage; suitable for large family; reasonable rent. Gillespie, Hart & Co., Ltd., 611 Fort Street.

FULLY MODERN SEMI-BUNGALOW IN Fairfield. Vacant September 1. $40. A. E. Renton, 119 Pemberton Bldg.

MODERN SIX-ROOM STUCCO BUNGALOW, St. Charles Street, in perfect shape; garage, furnace, large lot, wired for electric range; $50 per month. Phone 5600.

UNFURNISHED MODERN BUNGALOW—Six rooms, garage. Rent $34. Phone 5261Y.

2 FIVE-ROOMED HOUSES, BASEMENTS, central. Apply 1702 Vancouver Street.

8 ROOMS, 4 BEDROOMS WITH RUNning water, new furnace; large lot in fruit trees. Seven rooms, North Quadra. Seven rooms, Belmont Avenue. Six rooms, Foul Bay.

J. N. HOLLAND, 308 PEMBERTON BLK.

8-ROOM HOUSE, CONCRETE BASEment, garage, near park and school; rent $25. Phone 3162 or 1287R.

A Mart for Busy Readers—House and Business Property for Sale and Exchange

55 HOUSES TO RENT (Continued)

1638 FELL ST.—6-ROOM BUNGALOW, modern, built-in features, furnace. September 1. $37.50. T. H. Slater, 811 Union Bldg.

2090 FORT ST.—SIX ROOMS, MODern, and fine order. Good garden and garage. $35. 414 Sayward Bldg.

57 WANTED TO RENT—HOUSES

57A FURNISHED

CLEAN HOUSEKEEPING ROOMS, $2.50 per week and up. 702 Vancouver.

57B UNFURNISHED

WANTED, SEPTEMBER 1 — SMALL house, 2 bedrooms, near sea, school, car or bus line. Would consider lease if rent reasonable. Box 1831, Colonist.

WANTED TO RENT — FIVE OR SIX-room unfurnished bungalow or house, Oak Bay preferred, not over $35. Phone 3936R2.

WANTED — UNFURNISHED HOUSE, central, with conservatory, by September. Box 1519, Colonist.

WANTED TO RENT—LARGE HOUSE. Box 1810, Colonist.

WANTED TO RENT—GOOD MODERN 6 to 7-room semi-bungalow, on nice lot, in James Bay. Might buy later. All particulars in first letter. Box 1872, Colonist.

WANTED BY SEPTEMBER 1—UNFURnished house, 5 or 6 rooms, rent reasonable to responsible party. Apply Box 1874, Colonist.

WE HAVE A WAITING LIST OF TENants for unfurnished houses in all parts of the city. List with us for immediate results. P. R. Brown & Sons, Ltd., 1112 Broad Street. Phone 1076.

61 SUMMER RESORTS

61A COTTAGES AND CAMPSITES

SHAWNIGAN SPECIAL—10 LOTS, WITH waterfrontage on sheltered bay, close to new West Road now nearing completion, choice location for camp or permanent country home; make ideal natural park; splendid view, good fishing and hunting; an hour's drive to city. Snap price, $600. T. P. McConnell, Pemberton Bldg.

BRENTWOOD, VANCOUVER ISLAND, next to Butchart Gardens—Exceptionally good, well-furnished cottages, three to five rooms, electric light in all rooms, very large verandas; piped water, magnificent views of Saanich Arm; warm sea bathing, best salmon fishing at door. Also a few floored tents. Boats and launches to rent. R. S. Andros, Tod Inlet P.O., B.C. Phone 40Q Keating.

CADBORO BAY — FURNISHED COTtages, camp, rooms. Board, lunches, teas. Bathing, boats. Richards, ph. 8386Y1.

FOR RENT—4-ROOM FURNISHED COTtage, Prospect Lake frontage. R. Lohbrunner, c/o Kent Piano Co., 881 Yates St.

FOR RENT—COTTAGE NEAR THE SEA, in beautiful surroundings, good fishing and hunting in the district; suitable for permanent home for single man. Reply Box 50, Courtenay.

FOR RENT — FURNISHED CAMP AT Cordova Bay. Phone 8930L.

ROBERTS BAY INN, SIDNEY, V.I. BUS passes. $12.50, inclusive, quiet holiday.

TY COLLWYN (SOOKE) SUMMER camp. Comfortable sunny rooms, all farm produce, moderate terms. Also tents and cabins. Mrs. E. Duke. Phone Sooke Exchange.

WATERFRONT LOT, 9 MILES FROM town. New shack, water and light available. Good beach. Phone 8209.

150 FEET FINEST BEACH WATERfrontage in North Saanich, $630. Seaview. Estate Agent, Sidney. Tel. Sidney 1.

61B HOTELS

NEW ROYAL SAVARY HOTEL, SAVARY Island, B.C.—First class accommodation, golf, tennis, perfect sand beach, warm swimming, boating, fishing, dancing, launch trips, etc. No mosquitoes. $3.50 to $5 per day, American plan, including tennis and golf free. Send for booklet.

63 POULTRY AND LIVESTOCK

63A POULTRY AND SUPPLIES

BARRED ROCK BREEDING COCKerels, $3 up. Thanksgiving roasters, 30c per lb. See my birds at Exhibition. J. T. Hanna, 8139 Florence.

MARCH HATCHED LEGHORN PULlets for sale. Winter eggs. T. Barclay, Metchosin.

FOR SALE — WELL-GROWN FIRST cross pullets, ready to lay, $1.50. May hatch pullets, Leghorns, 30c each. C. Cole, 646 Yates Street.

25 BARRED ROCK AND 10 RHODE Island pullets, April hatched, $1.25 each. 4107 Shelbourne St. Phone 432.

63B HORSES

FOR SALE — THREE GOOD FARM horses. Phone 3888.

HORSE, 1,300—GOOD WORKER, SINGLE or double. P. Reilly, Cares Road, opposite school.

63C CATTLE

BULL, TWO YEARS OLD, FROM REGistered stock, Ayrshire; also one of D. W. Shepherd, Manor House, Saanich Road.

FOR SALE — GOOD DURHAM COW, fresh, good producer, correct every way; also good black cow, milking 3½ gallons. Mrs. Lawrey, Gladiola Avenue, Marigold.

FOR SALE—WELL-BRED JERSEY COW, very quiet, good milker. Phone 3876L.

WANTED — QUIET FAMILY COW IN exchange for nearly new six-hole range. Box 1776, Colonist.

63D SHEEP

SHEEP—THREE REGISTERED SHROPshire rams, second shearing, twenty-two registered Hampshire ewes and twenty-six lambs; any or all for sale cheap. Apply Jim Brodie, 1744 Rockland Avenue, Victoria.

63E GOATS

A GOOD SAANEN MILK GOAT FOR sale. Phone 5081R. 2347 Blanshard Street.

GOAT FOR SALE—JUST FRESHENED; good milker, $12. Phone Belmont 65.

GOAT FOR SALE CHEAP — WINTER milker. Phone 4086L1.

YOUNG HORNLESS SAANEN GOAT (milking), only $7.50. 840 Kelvin Rd.

63F DOGS

BEAUTIFUL FEMALE ALSATIAN, REGistered prize-winning strain, cheap for quick sale. Phone Albion 10M.

F. TOPP TURNER CAN ACCOMMOdate a few more boarders; inspection of kennels invited. Address Sigh Street, R.M.D. 9, Victoria. Phone Colquitz 38T.

FOR SALE—TWO GOOD AIREDALE pups, males, 4½ months old. 851 Island Highway, next Miss Pimlott's, top of Four-Mile Hill.

FOR SALE—TWO WHIPPETS, MALE and female. Phone 1950, between 12 and 1. Reasonable for quick sale.

HEALTHY SPITZ PUPS, EASILY trained; male, $5, female, $3. 5981.

POLICE DOG FOR SALE—Apply 2078 Byron, between 7-8 p.m.

SEE THESE BEAUTIFUL WIRE FOX terrier puppies at the Secord Kennels, 2387 Quadra Street.

SPRINGER SPANIEL PUPS FOR SALE, bred for hunting. S. Bonnell, Westholme, B.C.

WANTED—FOX TERRIER PUPPY, FOR children's pet, thoroughbred not necessary; must be reasonable. Phone 6796L1.

63G CATS

GOOD HOME WANTED FOR TWO lovely kittens. Phone 6125Y.

63E MISCELLANEOUS

HAY AND STRAW BALING APPLY Whiteyand Blake (Mutt and Jeff), Phone Keating 18Y (evenings).

65 AUTOMOBILES

65A FOR SALE

BARGAINS—1926 ESSEX, LIKE NEW, $375. 1926 Studebaker Big Six Sedan, $395. 1924 Chevrolet Coupe, $150. Ford Coupe, $60. Cameron, 813 Government, Emerson Garage.

BUG FOR SALE. PHONE 6363L2.

CHEV. TOURING, GOOD RUNNING order; cheap $40. Phone 7967R.

DELIVERY 1929 FORD, MODEL "A"—Will sell cheap. Give us an offer. Central Garage, 727 Johnson. Phone 1812.

65 AUTOMOBILES (Continued)

$295 DOWN — 1929 OLDSMOBILE Four-Door Sedan, condition like new and fully guaranteed ... $1095

$85 DOWN—DODGE Touring, in very good order ... $285

$150 DOWN—DODGE Four-Door Sedan. A real smart job ... $495

We Pay Cash for Used Cars

MASTERS MOTOR CO., LTD.

800 Yates Street Phone 372

GO PLACES—SEE THINGS

BUY one of our certified used cars and you'll get there and back in comfort.

NINE TOURING CARS, $30 up to	$150
CHEVROLET TOURING, 1929 (one only)	$325
CHEVROLET SEDAN, 1925, for	$395
CHEVROLET SEDAN, 1928, for	$675
STAR TOURING, 1926, for	$425
STAR COACH (6), 1927, for	$495
STAR SEDAN, 1927, for	$575
BUICK SEDAN, 1926-27, for	$800
WILLYS-KNIGHT SEDAN, 1928, for	$995
JEWETT COACH, 1926, only	$445
CHRYSLER SEDAN, 1929, only	$995
NASH COUPE, 1929, only	$1095
ERSKINE SEDAN (27), a little beauty	$650

NEXT WEEK—PROVINCIAL EXHIBITION

See the great display of Nash and Chevrolet cars. We are authorized dealers.

BEGG MOTOR CO., LTD.

Yates at Quadra

Used Car Lot, 830 Yates

Open Evenings Phone 3058-3050

BUYERS ARE PROFITING BY OUR POLICY OF GIVING THE BEST USED CAR VALUES IN THE CITY

COME AND SEE!
COME AND SAVE!
WE MAY HAVE JUST WHAT YOU WANT!

1927 CHEVROLET COACH	$435
1926 CHEVROLET SEDAN	$195
1927 FORD TOURING	$170
1929 (Early) ESSEX SEDAN	$650
1927 PONTIAC SEDAN	$550

Also

Last Year ESSEX CHALLENGER ROADSTER
Last Year ESSEX CHALLENGER COUPE
Last Year HUDSON CUSTOM VICTORIA
1927 CHRYSLER SEDAN
And Others From $35 to $1,750

Open Evenings

A. W. CARTER, LTD.

931 Yates Street Phone 969

JAMESON MOTORS, LTD.

Buy your car from a reputable firm. Jameson's used cars are better and cost less. See our weekly specials.

740 Broughton Street Phone 8846

Our Special for This Week Is a 1928 STUDEBAKER President "8" Five-Passenger Sedan, fully guaranteed like new car, steel trunks, suitcases; present market value $2,350. Reduced to only ... $1695

1927 CHRYSLER "50" Coupe, fully guaranteed, for only ... $495

1928 WHIPPET Sedan, fully guaranteed like new, for ... $795

1923 STUDEBAKER Light "6" Touring, in first-class condition, for ... $150

JAMESON MOTORS, LTD.
740 Broughton Street

1927 BUICK BROUGHAM, A MASTER Six, in beautiful condition. Particularly luxurious in appointments and a very desirable car to own. Covered by new car guarantee.

1927 HUPMOBILE SEDAN. Has been driven moderately and is in first-class condition. Completely equipped and covered by our liberal guarantee, which protects you ... $875

Assortment of Others

H. A. DAVIE, LTD.

McLaughlin-Buick and Marquette Cars
G M C Trucks

800 Yates Street 861 Johnson Street

Phone 5800

Have you seen the 1931 Buick, now on display?

A WONDERFUL OPPORTUNITY!

A PACKARD SEDAN — BEAUTIFULLY finished, very little used. Inquire about the exceptionally low price.

EVE BROTHERS, LTD.

Distributors for Graham Cars and Paige Commercial Cars

900 Fort Street Phone 2352-2353

REAL BUYS IN LATE MODEL USED TRUCKS

1923 G M C 1½-TON, NEW PNEUmatic tires and dump body, $250. 1929 Federal 1½-ton truck, pneumatic tires and licence, $225. 1922 Diamond T truck, pneumatic tires and under and over drive, $375. Low bed McDonald truck, 8-ton, with practically new tires, will carry 10 tons anywhere, $750. 1926 Chevrolet 1-ton truck, with licence, $250. With these trucks we give a written guarantee and any worn or defective parts will be replaced free. 1928 Essex Coach, in A-1 shape, $380. Parts for all makes of trucks, 50% off.

CLARKE GARAGE

881 View Street Phone 4548

SNAPS! SNAPS! SNAPS! SNAPS!

Here is your chance to get a

NEW 1930 HUPMOBILE SEDAN AT ... $1400 (Only one left.)

NEW GARDNER STRAIGHT "8" SEDAN AT ... $1700

HUPMOBILE TOURING in especially fine condition. Bargain price.

CAMERON MOTOR COMPANY
View and Vancouver Streets
Phone 4628

REAL BUYS

1926 FORD Touring, in splendid condition. Rocketall gris, good tires ... $120
1928 PONTIAC Sport Roadster, a very popular car for only ... $450
1928 PONTIAC Imperial Sedan, good as new, bid the best of cars ... $850
1927 PONTIAC Two-Door Sedan, in perfect condition, for ... $595

McRAE, MELDRAM

863 Yates Street Phone 1588
Open Evenings

TO CLOSE AN ESTATE

1927 ESSEX COACH, IN EXCELLENT condition, at a very reasonable price. The Royal Trust Company.

FEDERAL TRUCKS, CAMERON MOTOR Co., local distributors. Corner View and Vancouver. Phone 4628.

FOR SALE — OVERLAND "91" COACH, in good condition. What offers? 1128 Vancouver Street, or phone 8216L after 5.30 p.m.

FORD TUDOR, 1928, VERY GOOD CONdition. Owner going away. Phone 7817, 941 Pandora.

FORD 1928 TUDOR, $336 CASH; IN splendid condition. Phone 4846R, ask for Mr. Atchison.

DODGE ROADSTER—IN GOOD CONDItion, cheap $80. Phone 5854X.

NEW CAR BUYER—GOOD OFFER; SAVE commission. Phone Wheeler, 9450Y.

$600—1927 PONTIAC SEDAN, IN EXcellent condition. Phone 1106.

1928 ESSEX SEDAN, IN EXCELLENT condition, privately owned and operated. Apply H. A. Davie, Ltd., Yates Street.

1929 FORD DELIVERY, MODEL "A," $475. Central Garage. Open nights and Sundays. Phone 1812.

65 AUTOMOBILES (Continued)

USED CARS

THERE is still an opportunity to buy our used cars at exceptionally low prices. Every car in perfect running order and mechanically O.K.

1929

FORD COUPE, tires good, just been repainted and running fine ... $165

1928

FORD TUDOR, runs like new, and all good tires ... $165

1927

ESSEX COUPE, leather upholstering, good rubber, new paint and mechanically fine ... $545

1926

LINCOLN TOURING, seven-passenger. This car has been chauffeur driven, only done small mileage, new tires, paint, etc. A bargain at ... $1900

NATIONAL MOTOR CO., LTD.
FORD DEALERS
819 YATES STREET

PHONE 4900 OPEN EVENINGS

SEE OUR "NEON" WINDOW FOR GENUINE PRICE REDUCTIONS

TODAY'S BEST BUY

PLIMLEY—

1928 NASH LANDAU SEDAN

The bargain of the month—this beautiful car with a special custom-built body of exclusive design, fine interior decoration and unique lighting arrangement. Many special accessories, including a "Broadway" road-light, ornamental radiator cap, luggage carrier and trunk, heater, and, of course, the standard four-wheel brakes. Practically new tires, original exterior finish as new, mechanically perfect, and a Thos. Plimley used car guarantee.

TODAY'S BEST BUY ... $800

A Plimley reconditioned used car means more than the name on the radiator.

"ASK ANY PLIMLEY USED CAR OWNER"

Call in for an official entry blank for the "WHY TO BUY A PLYMOUTH" Prize Contest

THOMAS PLIMLEY, LTD.
Established 1893

1010 Yates Street Phone 697-698

1923 STAR TOURING. Good tires, top and side-curtains. Motor in splendid shape ... $125

1920 OVERLAND. Here's transportation complete in every detail, including licence. Runs well and reliable ... $37

1927 PAIGE SEDAN. Painted Duco blue. All good tires. Interior like new. Motor and running gear in first-class condition ... $775

"WHERE BETTER CARS COST LESS"

MOTOR HOUSE (VICTORIA), LTD.

Phone 443

Yates and Vancouver Streets

YOUR MONEY BACK

MEANS JUST THAT—NO RED TAPE. Buy a used car here, try it out, let your favorite mechanic pass on it. If inside 72 hours you are not satisfied, return the car and your money will be refunded. Inquire for further particulars TODAY!

1924 PAIGE SEDAN. A really fine car in excellent order. Four nearly new tires, quiet and powerful motor. $100 down, $20 per month ... $300

1926 SERIES HUDSON BROUGHAM, only gone 15,000 miles. In perfect condition throughout. Many extras. $250 down, $40 per month. Guaranteed.

Open Every Evening

A. E. HUMPHRIES MOTORS, LTD.

Phone 478 925 Yates St.

SNAPS! SNAPS! SNAPS! SNAPS!

Here is your last chance to get a

NEW 1930 HUPMOBILE SEDAN AT ... $1400 (Only one left.)

NEW GARDNER STRAIGHT "8" SEDAN AT ... $1700

HUPMOBILE TOURING in especially fine condition. Bargain price.

CAMERON MOTOR COMPANY
View and Vancouver Streets
Phone 4628

A REAL SAVING IN PARTS OF ALL KINDS—We are now wrecking 1926 Durant four-cylinder, 1923 Dodge, 1925 Chevrolet, 1925 Hupmobile, and other late model cars. The 1926 Durant motor would make a wonderful power plant for a motorboat. Essex 6-cylinder coach, in wonderful shape and extra good appearance, rubber better than usual, $250. See us for parts and accessories for trucks and cars. We save you money.

W. FRANK CAMERON
TRUCK AND AUTO WRECKING

966-932 View Street Phone 7586

USED CAR SPECIAL

1929 DURANT 4-40 Four-Door Sedan. This car is in new car condition, with very low mileage, with tires and paint as new, and covered by our used car guarantee. Absolutely the best buy in town at ... $1075

HUPMOBILE SALES AND SERVICE, LTD.

1314 Quadra St. Phone 9327

1928 BUICK TWO-DOOR SEDAN, IN beautiful condition. Here is a real snap ... $675

1928 Late Model CHEVROLET TOURING. A1 shape ... $300

1924 FORD TOURING, in first-class mechanical order. This is a good buy ... $100

DINSMORE BROS.

$300—TERMS

NATIONAL TRUCK, in good condition, with practically new tires.

BELL MOTORS, LTD.

Vancouver Island Distributors
Mack Trucks—Reo Speed Wagons

USED TRUCKS THAT ARE PRICED RIGHT

FEDERAL 1½-TON, pneumatic tires ... $450

WHITE 1½-TON, solid tires ... $250

WALTER S. REVERCOMB

Distributor
Sayen-Anderson Trucks

818 Yates Street Phone 1260

AUTO SPECIALS—A STAR COUPE, IN good condition, $125. 1923 Essex coach, $250. Rugo touring, rebored, $125. Dayford truck, 3-ton, large body, $300. National 1½-ton truck, $200. White ¾-ton truck, $500. Packard 3½-4-ton heavy duty truck, $700. Two-ton Timken rear-ends. 1928 7-passenger Buick, 4-wheel brakes, new top and curtains, $550. Five-ton logging trailers. Ask for "Mr. Junkie." 997 View Street. Phone 3336.

ESSEX COUPE, 1926, 1,000 MILES, FOR sale cheap. Box 880, Colonist, or phone 3306. Room 128, between 8 and 9.

ESSEX COACH FOR SALE — OWNER going away. Barrie, 634 Linden Avenue. Phone 10182.

OAKLAND, EXCELLENT CONDITION, for cash. No reasonable offer refused. 5489Y.

To Out-of-Town Subscribers

Out-of-town subscribers who wish to answer advertisements in which only the telephone number of the advertiser is given may mail their replies to The Colonist, and The Colonist will communicate such replies to the advertiser.

65 AUTOMOBILES (Continued)

1927 DODGE SEDAN, JUST BEEN thoroughly overhauled, good tires, $375. 1926 Essex sedan, $185. 1928 De Soto coupe, $750. Louis Nelson's Garage, Blanshard and Johnson Streets.

65B WANTED

USED CARS BOUGHT AND EXchanged. Masters Motor Co., Ltd.

WANTED — CLOSED CAR BARGAIN, cash, no fancy prices. Box 1873, Colonist.

69 BUSINESS OPPORTUNITIES

CONFECTIONERY, ICE CREAM, ETC.—Nice fixtures. Well established on main highway, close in. Wonderful possibilities for wide-awake party. $250, if sold at once.

GROCERY AND GENERAL STORE, postoffice, tearoom, gas pump, etc., on highway in 2½-mile circle. Nice living rooms. Attractive proposition to right party.

SMALL HOTEL, very central; well equipped and furnished. Nice class of business. Money-making opportunity for someone.

ROBT. MACNICOL & CO.

Over Bank Nova Scotia Phone 2470

AN UNUSUAL BARGAIN IN A MULTIgraph machine that does actual printing as well as typewriting style circular letters and postcards. Cost $1,250. Price for cash, $350 for the actual printer's ink equipment or $400 cash for both the printer's ink and typewriter style equipments, or on terms of $200 cash, balance $25 monthly. Large variety of type suitable for small forms, letterheads, envelopes, billheads, statements, etc. This is a splendid opportunity for any factory, lumber mill, store, or laundry to do their own printing and circular letter work at a very great saving. It is also a good opportunity for any man or woman having spare time to increase their income. Machine has electric power connecting to any socket. The whole equipment is in first class condition and no replacements are required. If purchased locally, instructions will be given as in operation without charge. Apply No. 1, 804 Fort Street, City.

ATTENTION, SPECULATORS — Revenue-producing garage building, brick, close in, all Douglas; leased to reliable firm at $50 per month. Owner leaving. $5,000, snap. Box 1907, Colonist.

CAFE BARGAIN—RIGHT AMONG THE hotels, theatres and garages. Nice clean new fittings. Doing good business. A money-maker to right man. $1,700. Bagshawe & Co.

CAFE FOR SALE. FINEST LOCATION in city, good living, man and wife, $1,600, half cash. Box 1860, Colonist. Phone 10501.

CONFECTIONERY FOR SALE. MUST sell, bargain. Low rent. Box 1847, Colonist.

GOLF COURSE PROPOSITION, VERY central, indoors, excellent location, car lines, street frontage. Great additional possibilities. Reply Box 1910, Colonist.

HERE IS A GOOD INVESTMENT—Rockland Avenue, prominent corner; twelve-roomed house, fully furnished, electric range, gas stoves and heater, hardwood floors in hall and living-room. Will sell as a going concern, with revenue $200 per month. Large frontage, fine apartment site. $8,000. Bagshawe & Co., Sayward Building.

LADIES' HAIRDRESSING PARLOR FOR sale; two living-rooms, suitable for married couple, good district, good business. Owner leaving town. Box 1687, Colonist.

MINIATURE GOLF COURSE — OWNER will lease splendid natural site on Esquimalt Road, with frontage on two streets.

A. S. BARTON

210 Pemberton Bldg. Phone 6081

POULTRY AND LIVESTOCK BUSINESS for sale. Established twelve years. Fine connection. Cash or terms, cheap. Owner leaving. Box 1810, Colonist.

ROOMING HOUSE BARGAIN — FORT Street, half-mile circle. Eleven rooms, furnace heated, doing well. Will lease, low rent. Only $750 for quick sale. And others. Bagshawe & Co.

WANTED — CANDY, TOBACCO, CONfectionery and part grocery business, living quarters for couple. Box 1892, Colonist.

WONDERFUL OPPORTUNITY GROWing Ginseng—A garden patch, 25 x 50 feet, can be made to yield approximately 270 lbs. of dried root, ready for the market in four years; and this, at present market values, would realize $3,290. Send for booklet, "Growing Ginseng for Profit." No obligations. Canadian Ginseng Company, Suite 101 Hibben-Bone Bldg., Victoria, B.C. Phone 6302.

WILL LEASE FOR MINIATURE GOLF course and sports or motor camp, fronting on two streets, 150 x 240, on Esquimalt Road, near Head Street, opposite Government beer parlor. Owner, T. H. Slater, 811 Union Bldg.

WONDERFUL OPPORTUNITY GROWing Ginseng—A garden patch, 25 x 50 feet, can be made to yield approximately 270 lbs. of dried root, ready for the market in four years; and this, at present market values, would realize $3,290. Send for booklet, "Growing Ginseng for Profit." No obligations. Canadian Ginseng Company, Suite 101 Hibben-Bone Bldg., Victoria, B.C. Phone 6302.

70 BOATS AND LAUNCHES

CABIN CRUISER, 26 FT. BY 8 FT. beam; sleep 5; running water, electric lights, starter, heavy-duty, clutch and double reduction gears. Price $650, on terms. Phone 3975L.

MARINE SERVICE STATION — HOME gasoline and kerosene, Home Diesel fuel and Sastrra lubricating oils. Conveniently located at our wharf on Industrial Reserve, just south of Johnson Street Bridge. Walter Walker & Sons, Ltd. "A Fuel for Every Purpose." Phones 455-2687.

COLUMBIA RIVER BOAT, 26x6.6, 4-H.P. Cliff Engine.

Bargain, $450

RODD BROS.

Gorge Boathouse Phone 3721Y2

FOR SALE—JOHNSON RACING STEPper. J. G. Wheeler, 9458Y.

FOR SALE—GOOD TROLLING ROWboat, $30 complete. Box 1911, Colonist.

NEW CLINKER-BUILT CEDAR ROWboats, $30 up. Lindsay Boat Works, 840 Powell Street, Vancouver.

FOR SALE

POWER CRUISER, 33 ft. 4 ins. by 8 ft. 9 ins., with heavy duty Union marine engine, 6 cylinders, 10-h.p. Atwater Kent ignition and mechanical oiler. Toilet and washroom forward, cabin full headroom, two berths; engine-room with one berth. Cockpit covered with glass windshield. Anchor, chain, ropes, etc. Price ... $1200

WALTER ADAMS

817 Johnson Street Phone 8771

MARINE ENGINE BUYERS

THE FAMOUS KERMATH MARINE ENGINES, 1 to 6 cylinders, 3 to 200 horsepower.

JAMESON MOTORS, LTD.

Phone 2246 740 Broughton St.
Sole Distributors for Vancouver Island

TWELVE-FOOT BOAT FOR SALE. 8116 Government Street.

WANT GOOD ROWBOAT, SUITABLE Evinrude. Phone 6117L.

8 H.P. TWO-CYLINDER FOUR-CYCLE launch engine for sale, in good running order. Apply Armstrong Bros., 124 Kingston Street.

30-FT. LAUNCH, NICE CABIN; GOOD running order; $675. Phone 8325X.

1930 EVINRUDE FOLD-LITE TWIN, $150. Phone 5851.

71 BUSINESS DIRECTORY

AUTO RADIATORS AND FENDERS

AUTO RADIATOR, BODY AND FENDER Specialists. Workmanship that cannot be excelled.

BURGESS BROS.

1300 Quadra Street Phone 2387

71 BUSINESS DIRECTORY (Continued)

BRICK AND CEMENT

CHIMNEYS, FIREPLACES (SPECIAL designs), cement sidewalks, basement floors. Horspool, 462 Davida. Phone 3540.

BUILDERS AND CARPENTERS

ANYTHING IN BUILDING OR REPAIRS. Phone 1703. Roofing a specialty. T. Thirkell.

DRYGOODS—WHOLESALE

WHOLESALE DRYGOODS — TURNER, Beeton & Co., Ltd., wholesale drygoods importers and manufacturers. Men's furnishings, tents, "Big Horn" Brand Shirts, Overalls. Mail orders attended to.

EXPRESS AND TEAMING

JOSEPH HEANEY, LTD., 1303 WHARF Street and 460 Superior Street; phones 171 and 734. Safe and machinery moving a specialty.

EMBOSSED STATIONERY

PRIVATE STATIONERY, EMBOSSED IN any design or color. The Colonist Commercial Printing Dept. Phone 197.

FURNITURE MOVING

ABOUT FURNITURE MOVING, PACKing, shipping or storage, see Lamb Storage Co., Ltd., forwarders and distributors. Our rates on freight to Eastern points. Office phone 1567.

FLOOR SURFACING

V.I. HARDWOOD FLOOR CO.

758 Fort Street Phone 7271
Victoria's Leading Floor Specialists
Old floors renovated with electric machines

LITHOGRAPHING

LITHOGRAPHING — LITHOGRAPHING, engraving and embossing. Nothing too large and nothing too small. Your stationery is your advance agent. Our work is unequaled west of Toronto. The Colonist Printing & Publishing Co., Ltd.

MULTIGRAPHING, ETC.

MAILING, ADDRESSING, TYPING, multigraphing, 1316 Broad St. Phone 2568.

PUBLIC STENOGRAPHERS

ETHEL SEYMOUR, 207 CAMPBELL Building, Douglas Street. Phone 5601. Authors' manuscript, law and general. Strictly confidential.

ORGANIZATIONS

CLUB'S GENERAL MEETING, THIRD Thursday, 8:00 p.m., Army and Navy Veterans.

PLASTERING

J. ALLEN, PLASTERER — ESTIMATES given on plain or ornamental plastering, cement work, repairing, etc. Phone 6296. 2350 Beach Drive.

PRINTING

WHY SEND YOUR PRINTING ORDERS East, when you can get them done better, quicker, and at the same price at The Colonist Printing Department?

TAILORS

ENGLISH RIDING BREECHES, RIDING habits. Tom Fisher, Arcade Bldg. 1704.

WOOD

ALL DRY LAND FIR WOOD; GUARanteed never been in water. Get the best and pay no more. $3 cord, delivered. Phone 5816, night 3079. Gleneagles Wood Company.

BONE DRY MILLWOOD, $6.50 CORD. Dry blocks, $6.50 cord. Phone 3081.

CEDAR WOOD, $3.50 CORD. PHONE 2078 or 5048.

SHAWNIGAN LAKE FIR STOVE lengths, half-cord, $2.50, one cord, $4.75; two cords, $9. Kindling, $3 half-cord. Inside Blocks, $6 cord. We have sole agency for this wood. Phone 2956.

SPECIAL GUARANTEED DRY MILLwood, stove lengths, in city, $4.50 cord. Phone 384.

UP-ISLAND MILLWOOD — RODGER Wood Co. Phone 2094, night 6580L.

$7.50 CORD, BEST DRY FIR CORDwood, stove lengths. Phone 1995. A. Vowles.

TYPEWRITERS

TYPEWRITERS FOR RENTAL

STUDENTS may rent typewriters from us at these special rates: One month, $3; four months, $10. FREE INSTRUCTION BOOKS. Increase your efficiency by taking advantage of this offer. No charges for delivery.

REMINGTON TYPEWRITERS, LTD.

1008 Broad Street Phone 6853

72 PROFESSIONAL DIRECTORY

ACCOUNTANT

STILES ACCOUNTING SERVICE
Accounting, Auditing, Bookkeeping.
Room 3, Bank of Nova Scotia Bldg.
Phones 6476, 5580X.

AUCTIONEER

A. H. McPHERSON, CITY AUCTION Mart—Sales conducted anywhere. Phone 5545L1.

BARRISTERS

FOOT & MANZER
Barristers, Solicitors, Notaries, Etc.
Members of Manitoba, Alberta and British Columbia Bars. Phone 916.
Bank of Nova Scotia Bldg., Victoria, B.C.

CHIROPRACTORS

WILLIAM McARTHUR, CHIROPRACTOR, 117 PEMBERTON BUILDING. PHONES OFFICE 2450, RESIDENCE 5012L. PALMER SCHOOL GRADUATE.

HEALTH HOME

HELIOTHERAPY, DIET, HYDROTHERapy, massage, convalescent cases a specialty. Victoria Vitalorium Health Home, 1294 Montrose Avenue. Phone 1866.

MASSAGE

ROYAL CHARTER (ENGLAND) DIploma; good results, fractures, rheumatism, debility, etc. Phone 7162.

MEDICAL

DR. S. A. SCHILLING, SPECIALIST, 120 Kincaid St., Mount Vernon.

PATENT ATTORNEYS

PATENT ATTORNEYS—T. L. BOYDEN, M.I.S.E., Reg. Canada and U.S.A. 30 years patent law experience. 612 View St. Phone 916; also at Vancouver.

W. G. WARNER, REGISTERED PATENT attorney. 319 Central Bldg., Victoria.

OSTEOPATHIC PHYSICIAN

DR. VERNON B. TAYLOR, REGIStered and licensed. 406-7-8 Belmont Building. Phone 1864.

76 TO EXCHANGE, REAL ESTATE

BURNABY, B.C., SALE OR EXCHANGE. 1½ acres; nearly new, up-to-date four-roomed bungalow, electric light, gas, bath, toilet, concrete basement, furnace. Garage. Good garden, fruits (large and small); poultry house 600 birds. Close car line, near Central Park. Exchange for larger modern house, with acreage, etc., 25 to 50 acres, good locality and situation anywhere, Vancouver Island preference. P.O. Box 387, New Westminster, B.C.

MODERN FIVE-ROOM BUNGALOW, lot 110 x 150, corner Marine Drive East, South Vancouver. Want agreement of sale, business, or Victoria property from $2,500 to $4,000. Owner, 618 South Main, Santa Ana, California.

OAK BAY BUNGALOW, ON TWO LOTS, lovely garden and trees, a delightful property; owner going abroad. Branson, Brown & Co., Ltd., phone 5600, corner of View and Broad Streets.

SIX-ROOM HOUSE, VALUE $3,500—EXchange for farm, 5 to 7 acres, good soil only. Apply 430 Cormorant.

TRADE TWO VICTORIA REVENUEproducing dwellings for five-acre farm. Box 1802, Colonist.

WILL PAY CASH AND TRADE UNIMproved clear title property for sound revenue proposition, small or large. Box 801, Colonist.

92 ACRES, OTTER POINT—NEAR SEA. House and farm buildings. What offers? Box 1842, Colonist.

15 ACRES, ABOUT HALF CLEARED, AT Loosland, and about an acre and a fifth on the Island Highway, on top of Four-Mile Hill, in exchange for a cottage with good sea view.

QUARTER SECTION in Saskatchewan, priced at $1,350, to trade for a cheap house or for a vacant lot.

All kinds of insurance business transacted.

PACIFIC UNDERWRITERS & BROKERAGE, LTD.

1002 Broad Street Phone 1779

73 HOUSES FOR SALE

A GIFT IN A HOME FROM OWNER—5-room house, on four large lots, 50 fruit trees, nice barn, chicken houses, etc. Taxes $20 per year. $3,000 cash $500, balance as rent to reliable party. Box 713, Colonist.

A GIFT IN A HOME FROM OWNER—Eight-room house, on four large lots, 50 fruit trees, nice barn, chicken houses, etc. Taxes $20 per year. $3,000, cash $500, balance as rent to reliable party. Box 1784, Colonist.

FOR SALE—NEW FOUR-ROOM HOUSE, fully modern, garage in basement. Situated in Fairfield district, half block from car. For appointment phone 5650L.

FOR SALE—VERY GOOD 5-ROOMED semi-bungalow. Two lots in garden and trees. Close to car and bus. Low taxes. Box 1701, Colonist.

FOR QUICK SALE—HOUSE FOR LARGE family, or suitable for nursing home, close in. A. Cameron, 1544 Palm Avenue, Seattle, Wash.

FOUL BAY—SIX-ROOM BUNGALOW, cheap for cash, near beach. Easy terms. Owner. Phone 5566L.

NEW STUCCO BUNGALOW, GOOD location in Gorge district. Close to school and transportation. Nice garden and lawn. Clear title. Apply Owner, Box 987, Colonist.

4 ROOMS, NICE GARDEN, ½ BLOCK off Burnside, high part; clear title; $1,850. Phone 6425R.

OAK BAY—EXECUTORS' SALE. Beautiful 8-room residence, choice shrubs and fruit trees, close school, sea and car. Sacrifice $8,000. No agents. Phone 1566.

OAK BAY—SIX ROOMS, MODERN, AND two lots, all planted, garage on lane, etc. Snap for a sale with good cash payment, price $3,500. Box 1913, Colonist.

OAK BAY—WELL-LOCATED SIX ROOMS and sunroom, hot-water heat, large lot in garden. A bargain at $5,300, terms arranged. Box 1816, Colonist.

OAK BAY — NEW 5-ROOM STUCCO bungalow with attic, hardwood floors, garage, cement basement, wired for electric range and radio. $300 cash. Price $4,200. Phone 7416L2. Owner.

OFF OAK BAY AVENUE—THREE LARGE rooms with bath and basement, $1,900, on terms; or will consider waterfront acreage, Brentwood or Up-Island, in exchange. Box 1814, Colonist.

NORTH QUADRA DISTRICT — THREE rooms, basement, hot and cold water, and two good lots, fenced. $1,600, with $600 down, balance on mortgage. Box 1815, Colonist.

SPECIAL—PARTLY FURNISHED STUCCO bungalow; 5 rooms and 3 attic rooms; modern, comfortable and well built; garage, cement basement, and furnace; 3 lots, fir and maple trees; a beautiful, secluded spot with a glimpse of the sea. Price, including $1,000 worth of brand-new furniture, $3,850. For one week only. Phone 8150 Macdonald.

7-ROOM HOUSE, NEAR MONTEREY School; tennis court, wired for electric range, $4,500. H. Payne, Sidney. Phone 94F.

$2500 — FIVE-ROOM BUNGALOW. Apply forenoons, 1141 Empress Avenue.

73A AGENTS' OFFERINGS

ESQUIMALT DISTRICT
JUST OFF LAMPSON STREET
FOR INDUSTRIAL PURPOSES
ESQUIMALT & NANAIMO RAILWAY TRACKAGE

PROPERTY contains 1.43 acres and is assessed at $4,000. This is an absolute sacrifice. Allowance for spur line to property. Old buildings on this property. Price (this requires quick action) ... $1500

FERNWOOD DISTRICT

ONLY $8,000 WHY PAY RENT?
WELL-PLANNED BUNGALOW

WE are quoting a decided bargain in this five-room bungalow, consisting of reception-room, dining-room with open fireplace and built-in features, kitchen and two bedrooms, three-piece bathroom, full-size basement, half cemented, garage with cement runway. Terms, $800 cash, balance on reasonable terms.

Immediate possession.

OFFERS CONSIDERED
JUST OFF ROCKLAND AVENUE
Now Is Your Chance

THIS high-class residence must be sold. Cost at least $23,000 to build, and in fine shape. Full details given at the office only. No phone information. Price (terms $9,750, balance subject to mortgage) ... $9750

GORGE DISTRICT
Overlooking the Gorge Waters
Built Five Years Ago
Why Not Own This Very Attractive Home and Stop Paying Rent?

THIS BUNGALOW consists of reception-room with open fireplace, paneled walls; kitchen, two bedrooms and three-piece bathroom on ground floor. Two bedrooms upstairs. High cemented basement, pipeless furnace, garage. One-quarter of an acre of choice land. Yearly taxes only $32. Reduced from $3,750 to $3,650 with one lot, or $3,150 with two lots. Very reasonable terms given.

FAIRFIELD SPECIAL
Immediate Possession

THIS cosy five-roomed bungalow, with all modern conveniences, open fireplace, hot-air furnace. Garage in basement, cement runway. Price (very reasonable terms) ... $3150

JAMES BAY DISTRICT

CLOSE to Dallas Road and Beacon Hill. Choice building lot, 60 x 120 ... $400

NORTH QUADRA STREET
The Coming Residential District
Low Taxes

THIS seven-roomed semi-bungalow will be completed within thirty days. We advise you to inspect this well-planned rundee construction! seven-roomed semi-bungalow, which will be completed within thirty days. High elevation. Excellent view. Price (reasonable terms) ... $5250

OAK BAY SPECIAL

CLOSE to the sea and golf links. $8,500 residential property for $6,500. Mortgage foreclosure. This requires quick action. Lot value at least $2,500. This residence contains seven large rooms; very large drawing-room, comfortable den, basement hall cemented. Very reasonable terms allowed.

For Full Information Apply to

H. G. DALBY & CO., LTD.

634 View Street, Opposite Spencer's

FAIRFIELD DISTRICT

COSY COTTAGE of four rooms and basement, on good garden lot, 50x120. Close to street car and seafront.

$2100

$200 Cash, Balance Monthly

BRANSON, BROWN & CO., LTD.

View and Broad Streets

NEAR ST. MARGARET'S SCHOOL ON EASY TERMS

ATTRACTIVE and well-built bungalow of 5 rooms, open fireplace, built-in features, 2 bedrooms and 3-piece bath, veranda and back porch, basement, tubs, furnace. Large lot in garden.

$3500 OR OFFER

Easy terms arranged

CHRISTY, HALL & CO., LTD.

640 Fort Street Phone 375

SAANICH $1250 BARGAIN

FIVE-ROOM BUNGALOW, plastered, basement. Excellent garden. Near bus and car. Taxes $10. Terms.

ROYAL REALTY COMPANY

130 Pemberton Bldg. Tel. 5486

AN INCOME-BEARING PICK-UP

$1200—WELL-LOCATED seven-room house, rented as two suites, returns $20 a month. Low taxes. Some buy.

$2500—OWNER takes a loss of $800. Extra well built six-room house in Oak Bay, on quiet street. At rear of lot is a cottage which rented means extra income. Fine fruit trees, etc. Owner leaves for Prairie.

ANDREWS REALTY

1405 Douglas Street Phone 2734

WHY PAY RENT WHEN YOU CAN buy a furnished cottage of five rooms for $1,600? Part of the house to let at $30 monthly; the taxes are $40. It is in excellent shape, new plumbing. Dorald roof. Situated between Victoria West and Gorge, two blocks from car. B.C. Land & Investment Agency, Ltd., 922 Government Street.

HOUSES BUILT ON INSTALLMENT plan. Modern homes for sale on easy terms. G. H. Gale, contractor. Foul and Stadacona. Phone 2140.

73 HOUSES FOR SALE (Continued)

WE WRITE ALL CLASSES OF INSURANCE

SAANICH

FIVE MINUTES WALK FROM CATHEDRAL

A FINE SEVEN-ROOMED HOUSE. Four good bedrooms, all large closets, excellent basement with hot-air furnace, gas laid on, open fireplace. Nice lot. Quiet street. Very convenient to city. Price only ... $3000

TO CLOSE AN ESTATE

CLOSE TO BEACON HILL PARK
CONVENIENT TO CITY AND BEACH

A TEN-ROOMED HOUSE. Five bedrooms, concrete foundation, basement. Good lot, 60 ft. by 120 ft. THIS HOUSE IS IN A VERY GOOD POSITION IS OFFERED FOR QUICK SALE AT ... $2500

FACING THE SEA

A NEARLY NEW FIVE-ROOMED STUCCO BUNGALOW, with all built-in features, two bedrooms, fine attic, hardwood floors, cement basement, hot-air heating. Garage. Price only (terms) ... $4200

HIGH FAIRFIELD
LOVELY VIEW

A SPLENDID NINE-ROOM HOUSE, fully modern. Spacious drawing-room with open fireplace, large hall, cosy den with fireplace, bright dining-room, most convenient and compact kitchen, maid's bedroom, sewing-room. Upstairs: Four large sunny bedrooms, each with dressing-room. [illegible] Front bedroom has French doors opening on to balcony. [illegible] Garage. Hot-air furnace. This is a first-class, comfortable family home. SPECIALLY REDUCED TO ... $8500

PEMBERTON & SON

PHONE 388 FORT STREET

OAK BAY SPECIAL—FIVE-ROOM BUNGALOW, close to sea, on good residential street. Hardwood floors in living and dining-rooms and in hall, two bedrooms, attractively papered; cabinet kitchen, [illegible] Garage. Large lot in lawn, ornamental shrubs and flowers. Price includes electric range and window shades ... $4000

SOMETHING UNUSUAL in a small, up-to-the-minute stucco bungalow. [illegible] ... $3650

OAK BAY. Select location. [illegible] ... $4200

H. E. WOODWARD
Estate Agent
Phone 1680 or 5423R1

ONLY $800 CASH

Is Necessary to Secure a Fully Modern SEVEN-ROOM RESIDENCE on Linden Avenue, near Marine Drive.

THIS IS AN EXCEPTIONALLY WELL planned house, [illegible] NEW HOT AIR FURNACE. [illegible]

SWINERTON & MUSGRAVE, LTD.

640 Fort Street Exclusive Agents

$3500—COSY FIVE-ROOM BUNGALOW, Fairfield district. [illegible]

$5000—CLOSE TO SHOAL BAY, on one of Oak Bay's best streets. [illegible]

$1600—ON TERMS. Four-room bungalow, [illegible]

W. J. GILLILAND & CO.

1303 Douglas Street Phone 5602

HOMESEEKERS' OPPORTUNITIES

$3150 [illegible]
$2500 [illegible]
$2100 [illegible]
$1800 [illegible]

Agents for Esquimalt Reverted Lots

W. D. WALLACE J. W. ARCHER

1330 Broad Street Phone 1740

GRANITE STREET, OAK BAY—[illegible] lately modern eight-room house in perfect condition. [illegible] A very fine house.

$7500

WISE & CO., LTD.

Phone 2641 109 Pemberton Bldg.

ATTRACTIVE BUNGALOW SPECIAL—[illegible]

T. P. McCONNELL Pemberton Bldg.

$3500—OWING TO ILL HEALTH, [illegible]

$4100—NEW stucco, Oak Bay, [illegible]

ROSEVEAR & GORDON

Phone 5660 312 Union Bldg.

A HIGH-CLASS, ATTRACTIVE HOME, [illegible]

JOSEPH C. BRIDGMAN

604 Broughton St. Established 1888
Albert Bridgman, Real Estate Dept.

TWO DECENT PURCHASES

6-ROOM home, fully modern, Fairfield, [illegible]

5 ROOMS, inside mile circle; lot 54x150, [illegible]

W. D. WALLACE J. W. ARCHER

1330 Broad Street Phone 1740

DUPLEX HOUSE ON FORT STREET, [illegible] Pacific Underwriters & Brokerage Ltd., 1002 Broad Street. Phone 1779.

VIEW ROYAL—LOVELY BUNGALOW, [illegible] 1617 Douglas Street.

73 HOUSES FOR SALE (Continued)

LOVELY OAK BAY HOME WITH UNSURPASSED VIEW OF LINKS AND SEA

BEAUTIFULLY SITUATED in the very choicest part of Oak Bay, a substantially built family home of nine rooms, with nearly two acres of ground. [illegible] Further particulars of the above property will be given upon application to this office. Price of ... $16,500

TWO VERY GOOD SAANICH HOME BUYS

ON THE 3½-MILE CIRCLE—A nice four-room cottage, with new plumbing, and FOUR LOTS, each 50 x 112. Three minutes walk from Quadra bus. Price only ... $2800

ON THE 3-MILE CIRCLE—A seven-room house with basement, furnace, [illegible] Price ... $2800

VERY CHOICE
ROCKLAND AVENUE
BUILDING SITE

WE OFFER FOR SALE one of the finest building sites in the city, having 100 feet frontage on Rockland Ave. [illegible] Price, on terms ... $3000

$3,100 BUYS A
COSY BUNGALOW

THIS IS A COSY BUNGALOW, near Oak Bay Avenue, on Redfern Street. [illegible] Price ... $2100

B.C. LAND & INVESTMENT AGENCY, LTD.

922 Government Street Phone 5186

TO CLOSE AN ESTATE

LOW PRICES FOR QUICK SALE

$2625 JAMES BAY—Cosy seven-room semi-bungalow, [illegible]

$2300 VICTORIA WEST—Pretty five-room bungalow, [illegible]

$2100 NEAR RUSSELL'S STATION, Victoria West District—[illegible]

$1250 VACANT LOTS, OAK BAY—[illegible]

NOTE—This estate is to be wound up immediately and the price of each of the above properties has been cut to ensure quick sale. IF YOU ARE LOOKING FOR A HOME OR LOT IT WILL PAY YOU TO INSPECT THESE.

P. R. BROWN & SONS, LTD.

1112 Broad Street Phone 1076

MAGNIFICENT VIEWS AND HIGH LOCATIONS

A 7-ROOM stucco residence, standing in half-acre of terraced grounds [illegible] ... $11,000

OAK BAY

SIX-ROOM bungalow, 3 bedrooms, full basement, [illegible] ... $5000

MARA, JONES & CO., LIMITED
Established 1860

1319 Broad Street Phone 18b

JAMES BAY—CLOSE TO BEACH

WE HAVE JUST HAD LISTED WITH us a very fine 7-room house, [illegible] Price ... $3000

THE ROYAL TRUST COMPANY
Real Estate Dept.

Belmont House Victoria, B.C.

POSSESSION SEPTEMBER 1

WILL LEASE FOR ONE YEAR OR LESS fully furnished six-roomed semi-stucco bungalow, [illegible]

B. C. BOND CORPORATION, LTD.

1100 Government St. Phone 848-349

HOUSE OF TWENTY-TWO ROOMS [illegible]

A Real Bargain

BRANSON, BROWN & CO., LTD.

Phone 5600 Corner View and Broad

NEW STUCCO BUNGALOW

Just completing building.
A lovely little home.
We can give possession in ten days.

SPECIAL—$4100—SPECIAL

FIRST REALTY SERVICE

616 Fort Street Phone 8177

$2100 — OR NEAREST OFFER; [illegible]

$2000 — [illegible]

PATTERSON REALTY

806 Yates Street Phone 971

COWICHAN BAY — WELL-BUILT [illegible]

G. WALLICH
Real Estate and Insurance Agent
Cowichan Station, B.C.

GORGE DISTRICT—BRAND NEW BUNgalow, four rooms, [illegible] 1311 Douglas Street.

38 HOUSES FOR SALE (Continued)

NICE ELEVATION

JUST ON Quadra, a splendid situation, 7 room house, very substantially built, containing sitting-room, hall, large light kitchen, bright dining-room, hardwood floors, tiled stove in dining-room, 3 well-planned bedrooms, bathroom, pantry, and basement with the best of modern plumbing, sewer etc. The kitchen is separate with every convenience, including electric range and refrigerator, and the dining-room and kitchen are tiled. Upstairs, ample room for two more bedrooms, and there is a large attic. Outside, a garage, area at back with a chicken run, opening onto lane, and the grounds are arranged on an enclosed garden, now reduced to $3,600—terms. $3500

OAK BAY

A BEAUTIFUL bungalow in a secluded village, just off the car line, containing sitting-room, dining-room, 2 bedrooms, good sized kitchen, Pembroke porch, large room, large kitchen equipped with range and cupboards, modern bathroom, tub and tubing and grilled. This bungalow is ready for occupation. Price $3500

KER & STEPHENSON, LIMITED
Real Estate and Insurance Agents
1206 Government Street Phone 135

JAMES BAY BUNGALOW

PRICE $3500.

7386 cash, balance as rent

BEAUTIFUL modern home of 6 rooms, 2 verandas (living-room, dining-room, 3 bedrooms, large bathroom, kitchen, breakfast-room, fruit trees, garden, lot, garage, area. $4,600

$5250

BARGAIN EXTRAORDINARY

CLOSE to a McKinnon house, designed by Mr. Maxwell, 6 rooms, 2 fireplaces, 2 fine rooms and large verandas, built-in vacuum cleaner, all necessary conveniences, half-acre, fruit trees, garden, garage, wonderfully delightful home, well worth $5,500. On sale at best offer. Actually less than $4,000 invested. Terms arranged

SUTHERLAND, FORMAN & CO.
Phone 59 652 View Street

OAK BAY SNAP (2.38)

SIX ROOMS AND TWO LARGE LOTS

THIS IS A REAL BARGAIN. Price $4,000 (a saving) condition urgent—room with fireplace, Pembroke porch with built-in bookcases and cupboards, kitchen, pantry, separate dining-room, 3 bedrooms, bathroom, basement with furnace and laundry tubs, garage and chicken house (situated on two fully subdivided lots in garden, fruit trees and small fruits, Title Deeds free and clear, Taxes $40 per annum, Cash $1,000 down, balance to arrange

UP-HILL SEVEN-ROOMED HOUSE WITH 10 ACRES—PRICE $4,000

THIS IS A WELL-BUILT DWELLING, 7 rooms and verandas, living-room, dining-room, kitchen and two bedrooms upstairs, bathroom, pantry, cellar, furnace, hot and cold water, tubs, fruit trees, garden, small fruits, 10 acres, well adapted for poultry or small half-acreage, Terms, $1,000 down, balance of 10 years, interest 6 per cent, monthly payments, very reasonable, rent, $20 per month, Cash $1,000

UP-HILL SEVEN-ROOMED HOUSE WITH 10 ACRES—PRICE $4,000

THIS IS A WELL-BUILT DWELLING, 7 rooms and verandas, living-room, dining-room, kitchen and two bedrooms upstairs, bathroom, pantry, cellar, furnace, hot and cold water, tubs, fruit trees, garden, small fruits, 10 acres, well adapted for poultry or small half-acreage, Terms, $1,000 down, balance of 10 years, interest 6 per cent, monthly payments, very reasonable, rent, $20 per month, Cash $1,000

12 ACREAGE FOR SALE

COUNTRY RESIDENCE, TWO ACRES, 2 about five miles out, just off main road, completely fenced, fruit trees, small fruits, garden, garage, area, 2 chicken houses, well adapted for poultry or small half-acreage, Terms, $1,000 down, balance of 10 years, interest 6 per cent, monthly payments, very reasonable, rent, $20 per month, Cash $1,000

JOHN GREENWOOD
Bank of Toronto Building 1403 Douglas St.

FOR SALE AT SHAWNIGAN
120 ACRES OF LAND
PRICE $850
This is a bargain.
GIBSONOOD & CO., LTD.
475 Broughton St., Victoria, B.C.

CHARMING SUMMER HOME SITE

A BEAUTY OF THE LAKES, 2 acres, 2 beach, 2 acres, 2 beach, 2 acres, 2 beach

THAT CERTAIN PARTY

Of Course! By Jack Wilhelm

POLLY AND HER PALS

An "Early" Departure By Cliff Sterrett

TILLIE THE TOILER

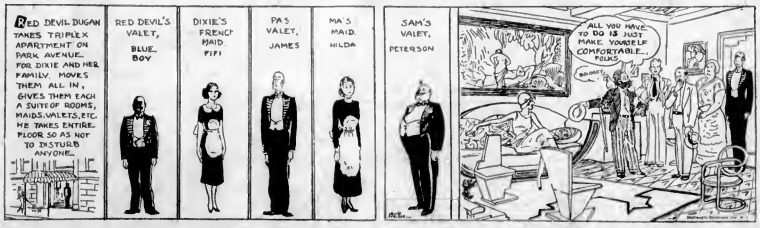
It's No Song of Cheer to Mac By Westover

S'MATTER POP

Mother Is a Human Encyclopaedia By C. M. Payne

DIXIE DUGAN

The Life of Riley By J. P. McEvoy and J. H Striebel



KRAZY KAT

JUST LIKE A WOMAN

EMBARRASSING MOMENTS

Health and Diet

By DR. FRANK McCOY

Dr. McCoy's menus suggested for the week beginning Sunday, August 17:

Sunday: Breakfast—Large dish of berries with cream (no sugar). Lunch—Zucchini (Italian squash) omelet, celery and ripe olives. Dinner—Tomato bouillon, roast chicken, Melba toast dressing, small carrots roasted with shiitake, salad of cucumbers on lettuce, Jell-O or Jell-Well.

Monday: Breakfast—Poached eggs on toasting Shredded Wheat Biscuit, stewed prunes. Lunch—As much as desired of any one kind of fresh fruit. Dinner—Broiled steak, scalloped celery, small green peas, salad of watermelon and cantaloupe balls. No dessert.

Tuesday: Breakfast—Wholewheat muffins, peanut butter, stewed raisins. Lunch—Large glass of tomato juice (canned or fresh). Dinner—Casserole of mutton, baked squash, salad of chopped raw cabbage and celery, baked apple.

Wednesday: Breakfast—Cantaloupe, coddled eggs, Melba toast. Lunch—Combination salad of cold cooked and raw vegetables, such as carrots, beets, peas, cucumbers and celery. Dinner—Baked white fish, asparagus, buttered beets, salad of tomatoes on lettuce. No dessert.

Thursday: Breakfast — Cottage cheese, pineapple, fresh or canned. Lunch—Watermelon or cantaloupe, as much as desired. Dinner—Vegetable soup, roast beef, carrots celery, ice cream.

Friday: Breakfast—French omelet toasted cereal biscuit, fresh figs with cream. Lunch—Large glass of tomato or orange juice. Dinner—Broiled fillet of sole, baked stuffed tomatoes, string beans, salad of crisp raw spinach (shredded), small slice of watermelon.

Saturday: Breakfast—Glass of grapefruit juice thirty minutes before breakfast of: Broiled ham, cooked egg, Melba toast. Lunch—Fresh peaches and cream (no sugar). Dinner—Broiled lamb chops, small green peas, 5-minute cabbage, artichoke salad, apricot whip.

Salad of watermelon and cantaloupe: Select a thoroughly ripe, dark colored watermelon and small well flavored yellow cantaloupe. Chill and cut melons through centre. Remove all seeds, and with a Parisian potato baller (which may be purchased in any hardware store) scoop out small balls of each melon and heap on large lettuce-covered plates. Serve very cold, with no kind of dressing. Smaller portions, of only two or three balls of each kind of melon, may be served as cocktails at the beginning of a meal, if desired.

The acids of these fruits are very mild and their combination causes no harm, as in the ordinary fruit salad where the more acid fruits are used and where dietetically considered, the juices are not compatible.

Correspondents wishing to communicate with Dr. McCoy should address letters: Dr. Frank McCoy, c/o. McCoy Publications, Inc., 649 South Ardmore Avenue, Los Angeles, Cal. A self-addressed, stamped envelope should be enclosed for the reply.

MAP LUNCHEONS IN PARIS

Map study with meals is the latest novelty in Paris. Tablecloths are embroidered with outlines of countries, and lamps with map shades are the finishing touch. One popular decoration is a chart of the moon embellishing a globular opal lamp.

B.C. COMPANY REPORTS BUSINESS IS EXCELLENT

Net Profits of Vancouver Drug Company Largely Exceed Those of Last Year

Another indication of the essential soundness of British Columbia's business is seen in the annual report of the Vancouver Western Drug Company Limited, for the fiscal year, ending May 31, 1930. Gross operating profit of the company shows a twenty per cent increase over 1929. Net profits increased from $34,207.77 in 1929 to $44,470.12.

Surplus, after payment of the preference share dividends, amounted to $34,473.54, as compared with $14,709.38 for 1928. The company now has a surplus of $50,000.

Total assets of the company shown in the report amount to $969,340.47. This compares with total assets of $938,677.18 as at May 31, 1929. Merchandise inventories were valued at $461,927.37, and the value of real estate buildings and equipment was placed at $504,477.96. Following the policy of the company in previous reports, no valuation has been placed on the good will of the business. Working capital amounts to $391,464.

MANUFACTURING PLANTS

With the two additional stores opened during the year, the company has eighteen retail outlets, fifteen of which are in Vancouver and the others in Victoria, Chilliwack and New Westminster. A nineteenth store is to be opened shortly in Vancouver at the corner of Hastings and Nanaimo streets. In addition to its retail stores the company operates the largest manufacturing pharmaceutical and chemical laboratory of any drug merchandising firm in Canada. The company also has its own candy manufacturing plant and one of the largest photographic finishing plants in Canada. One of the factors in reducing the company's cost of operation has been the operation of its own printing plant, woodworking and machinery shops and a building crew which takes care of the erection of new stores, the renovation of store fronts, etc. The company is now said to be the largest retail drug chain in Western Canada and one of three largest in the Dominion.

REAL ESTATE RENTALS

In connection with its real estate, it is pointed out that this consists entirely of revenue producing properties. The company receives in gross revenue from these properties more than $30,000 a year apart altogether from the rentals charged its own stores. In practically all cases these properties consist of downtown corners, or corner sites in growing residential districts, which put the company in a splendid position to benefit from growing real estate values that come with the continued growth of the province.

Management of the company is in the hands of Dr. G. H. Worthington, who has been responsible in a large measure for the success of the company, developing it as it has from one store in 1909 to its present proportions.

The most popular colors in shoes in Paris this season are the new "havane" (a tobacco brown) for suedes, and "feuille morte" (dead-leaf brown) for those in kid.

CANADIAN MICA DEPOSITS

Canada possesses important resources in mica, a mineral that, on account of its superiority as an insulating material, has come to be indispensable to the electrical industry. Mica, in some form or other, is employed in most of our electric household appliances, such as telephones, radios, light sockets, fuse plugs, toasters, irons and heaters of all kinds. It is an essential part of practically all electrical equipment, large quantities being used in the commutators of dynamos and motors and also in condensers.

Nearly all the 400 four-cylinder trucks and buses made in Poland's only motor vehicle factory last year were for the Polish Ministry of War.

COLONIST DAILY COMIC FEATURE

MUTT AND JEFF — **Twelve O'Clock And All's Not So Good** — **By BUD FISHER**

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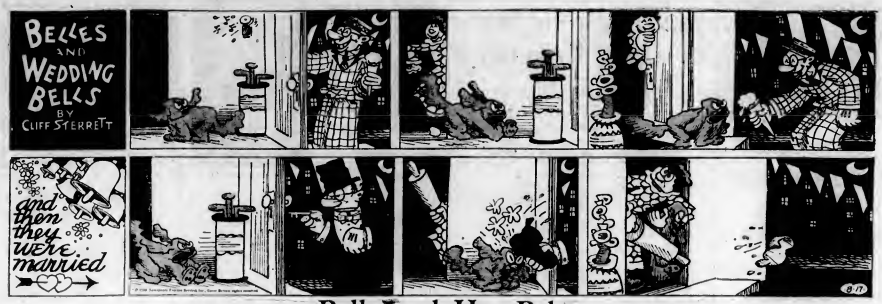
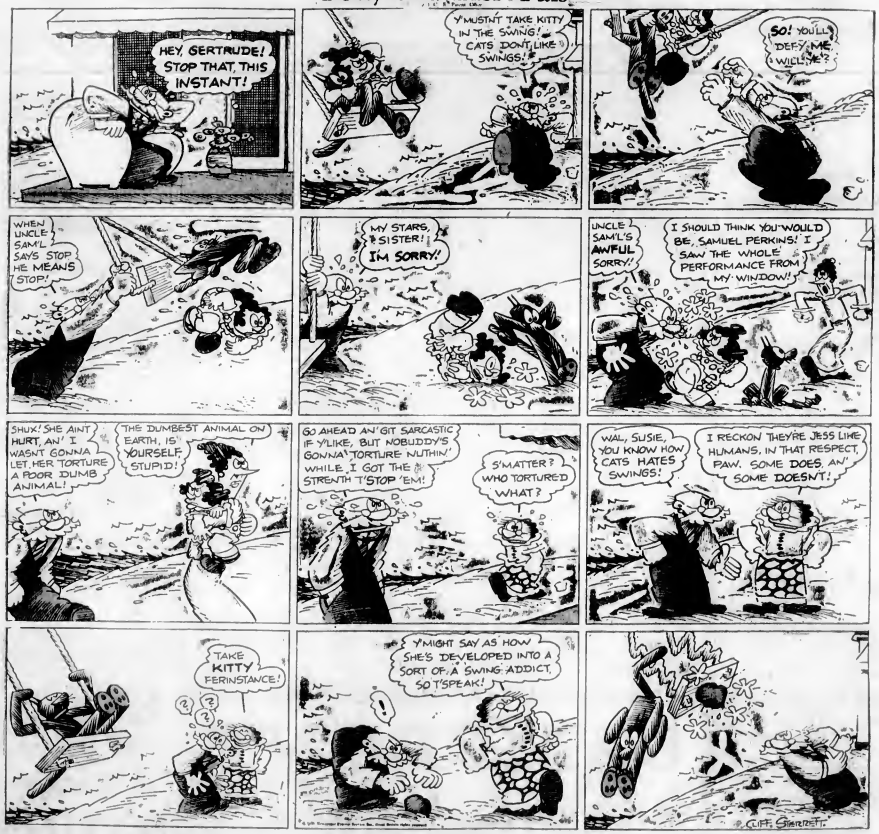
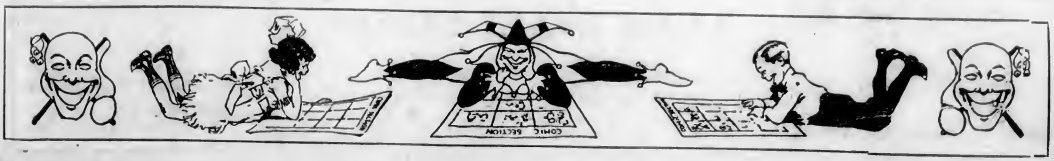
COLONIST DAILY COMIC FEATURE



Polly and Her Pals





Tomorrow—"Cameron's" Opening

For the Cameron Malted Milk and Sandwich Shop

We Manufactured the

MAHOGANY FIXTURES

Counter and All Interior and Exterior Cabinet Work

Canadian Western Woodworkers Limited

350 Garbally Road — Phone 1112

The Cameron Malted Milk and Sandwich Shop

Was Rebuilt and Decorated

Under the Direction of

Robert Hetherington

GENERAL CONTRACTOR

Qualified in assembling, remodeling and general building.

1153 Burdett Ave. — Phone 543

Mr. Cameron Is to Be Congratulated on His Selection of Equipment for His New Establishment Which Is as Follows

(1) Kelvinator Refrigeration

(2) Kelvinator-Equipped Soda Fountain

(3) Silex Coffee Makers
(The modern way to make perfect coffee.)

(4) Hotpoint Hi-Speed Grill

(5) Edison Automatic Waffle Baker
(Waffles that melt in your mouth.)

(6) Electric Wiring for Light and Power

This Equipment Has Been Supplied and Installed by

Murphy Electric Co.

722 Yates St. — Phone 120

The Cameron Malted Milk and Sandwich Shop

The Art and Plate Glass Work Supplied and Executed by

Wm. N. O'Neil Co. (Victoria) Ltd.

HIGH-GRADE BUILDING MATERIALS

551 Yates St. — Phone 1137

TILES—TERAZZO—MARBLE

We Compliment

The Proprietors of the

Cameron Malted Milk and Sandwich Shop

upon the accomplishment in the establishment of their new sandwich shop.

We wish to thank them for giving us the opportunity of supplying the lumber and finish used in fitting up their establishment.

Cameron Lumber Co., Ltd.

Model Refreshment Shop on Broad Street To Open Tomorrow

Cameron Malted Milk and Sandwich Shop Up-to-Date in Every Particular—Will Fill All Wants of Thirsty Patrons at All Seasons—Special Blend of Coffee

Prominent Gyro Owns Establishment

TOMORROW morning sees the opening day of the Cameron Malted Milk and Sandwich Shop, a new establishment, now completed, at 1124 Broad Street, directly opposite Spencer's. These premises, lately occupied by R. S. Day, insurance agent, have been completely rebuilt to accommodate the needs of this model shop, designed to fill the wants of thirsty patrons at all seasons.

No detail has been left untouched to make the success of the outstanding venture complete. Breakfasts, lunches and fountain drinks at all times will be served, by an all-white staff, who are acknowledged experts in the preparation of the many good things to be served. Prompt and courteous attention to all orders will be emphasized throughout. "After Theatre Specials," sundaes of all kinds, teas and sandwiches will be found of a quality to cause more than passing comment.

In the making of coffee a special blend will be used, employing the famous "Silex" process, duplicating French "Drip" coffee. It will be made in small quantities and often, thus assuring fresh coffee to every customer. The many features of modern equipment found throughout are too many to enumerate, but two items are worthy of special mention. One is the automatic waffle iron, in two series, so constructed that when the waffle is cooked the machine automatically opens. Thus the art of a perfectly-made waffle is reduced to a mathematical certainty.

Another item is the new "sandwich toaster," a special machine that accepts the made sandwich and toasts it, giving a delicious delicacy that is unique in Victoria. The fountain is equipped with the Kelvinator system, clean and sanitary to the last degree. As the year rolls on and the present warm weather gives place to the more bracing rigor of Winter, the demand for tinkling iced drinks will diminish, but not the capacity of the Cameron Malted Milk and Sandwich Shop to satisfy all comers. A steam table will come into operation, serving hot sandwiches and specials in addition to the fragrant coffee and tea. The establishment will be open from 7 a.m. to midnight, catering to the early breakfast and to those returning from theatre and show.

As a suitable setting to such service and delicacy the whole of the commodious premises have been renovated and redecorated. Opening directly off the street is a double glass door, while another entrance has been made off the hallway of the Arcade Building. A long mahogany counter stretches the length of the shop, flanked by fourteen leather-covered stools. Around the base of the counter is a really fine piece of variegated tiling, executed with fine effect. The whole design of the walls is unique, planned by local architects with an eye to beauty as well as convenience. Along the sides of the room are large mirrors, setting off the panelling and the "plaster texture" of the ceiling finish. The overhead lighting fixtures also add much to the effectiveness of the whole design.

The owner of this model establishment is Mr. W. A. Cameron, known throughout the city by all as "Bill Cameron," prominent Gyro and resident of Victoria for many years.

The Interior of the Cameron Malted Milk and Sandwich Shop, Showing the Mahogany Counter to Great Effect. No Thought or Expense Has Been Spared to Make This New Shop Beautiful in the Extreme.

LOCAL ARCHITECTS DESIGNED NEW STORE

Many Firms Participate in Preparing Cameron Milk and Sandwich Shop, Broad Street.

The premises of the Cameron Malted Milk and Sandwich Shop, now completed, owe its design to Messrs. Spurgin & Somyn, local architects. The execution of the work, done directly under the supervision of Robert Hetherington, general contractor, reflects much credit on all concerned.

Plastering was done by Thomas A. Ferguson, and in particular the finish of the ceiling draws much favorable comment. The wooden fixtures and hardwood finish fell to the lot of the Canadian Western Wood Workers, Limited, making a splendid job of the long counter and the trimmings. Around the base of the counter is a beautiful strip of variegated tiling, laid by Thomas McDonald, well known throughout the city for many pieces of artistic work. With materials supplied in part by the Western Steel Products, Limited, the Reliable Plumbing & Heating Company installed the plumbing.

A feature which strikes the eye on entering the establishment is the art plate glass that is largely prominent. This was executed by William N. O'Neil & Company. The artistic overhead and wall lights, together with the considerable amount of electrical work and the refrigeration unit was supplied and installed by the Murphy Electric Company. The fountain, in particular, is a Kelvinator system model and contains the latest in modern refrigeration. Interior decoration and paint work, in addition to the polishing of the woodwork was done by Sidney Hunt. Others supplying material and fixtures were: National Cash Register Company, Cameron Lumber Company, and H. D. Mainwaring & Company.

"BILL" CAMERON

MASCULINE MECCA ON NEW YORK SKYLINE

NEW YORK, Aug. 16.—The mere male has at last found a retreat where the merry modern woman cannot pinch her pretty heels—but he's had to go up sixty-six stories to do it. The Cloud Club, one of the most expensive and exclusive luncheon clubs in the world, has opened its doors on the three top floors of the sixty-eight story Chrysler Building—and no wife, mother or sweetheart is going to put her foot in there.

Only one woman is allowed within its portals. She is Miss Josephine Riley, the petite brunette telephone operator whose first and foremost business is to see that the primary rule of the club is obeyed. The membership of the organization includes the names of Vanderbilt, Firestone, Whitney and Chrysler; its view embraces two rivers, a harbor and distant mountain peaks; and its food, furnishings and knick-knacks are the most unobtrusively expensive that can be found. Even a cigar costs $1.

There's a barber chair on the sixty-seventh floor that commands a striking view, a Roman bath lined with mosaic tiles, a library and a tap room designed in the likeness of an old English tavern—with a soft drink bar.

And the cost of membership in this masculine Mecca? That's a secret.

Successful Year Is Completed by Business School

Since the opening of the Royal Business School a year ago this August, the school has made marked progress, all students passing with honors.

Fourteen students have won twenty diplomas of the National Institute of Secretaries of London, England, and U.S.A.

The results of the June examinations of the International School of Secretaries of Great Britain are as follows: Private secretary's course, Miss E. Lucy Johnson, 97 per cent, and Miss Marion Bell, 94 per cent. Both these students are now registered as Fellows of the above institute. The examiner, Mr. McKwan, remarked on the excellence of the papers. Shorthand speed diplomas were also won by Miss Una Williams, 98 per cent; Miss Johnson, 97 per cent; and Miss Marion Bell 100 per cent; transcription accuracy Miss Williams has made a new record by completing the stenographic course in four and a half months. Miss Johnson also won the Underwood Company's gold medal for typewriting and 100 per cent accuracy award, and special honor diploma with an average of 95½ per cent.

Shorthand theory certificates were awarded to three other students, namely: Miss O. Griggs, 95 per cent; Miss Marjorie Bell, 95 per cent; and Miss Marion Kidd, 94 per cent. In commenting on these papers the examiner said: "I was particularly struck by the unusual neatness of the characters."

GYPSIES BURY BODY OF ROMANY QUEEN

MADISON, N.J., Aug. 16.—The long and eventful reign of the elder Harrisons over the Romany gypsies ended here when the body of Louisa, their dowager queen, called also "The Madam," was buried by the aids of King Naylor, her husband. The curious rule of these two began in this country a half-century ago, without dispute or interruption until the last rites were said for the Madam.

Neither King Naylor nor the Madam were gypsies. They were born in England of English parents, and came to America as children. The Madam throughout her life insisted that there was no such race as "gypsies."

When King Naylor died two years ago, he had come to be known as one of the shrewdest horse-traders in the United States, and possessed an estate valued at more than $1,000,000. He owned land in many cities and paid other taxes in at least a dozen States. After his death Madam Harrison never quit the home, and was eighty-one years old when she died.

Soon after Mr and Mrs. Harrison were married and began journeying about the turnpikes in their horse-drawn wagons, the Madam discovered that she was endowed with "the divine blessing"—she found that by searching carefully the palms of people's hands she could predict their future. She began the study of that ancient art, and in her lifetime advised many of the "noblemen" of this country—capitalists, governors and great soldiers—as to their problems.

WOMAN TEA-TASTER

London boasts that in Miss Margaret Irving it has the only tea-taster in Britain. Every day she samples nearly 300 different teas, and can appraise the value of them to within a fraction of a cent a pound. Often the selection of fifty tons of tea depends upon her verdict.

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See the opening day of a Real Honest-to-Goodness Malted Milk and Sandwich Shop at

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(Opposite Spencer's)

We have spared neither money nor effort to render this the most beautiful and up-to-the-second shop, rendering the best of courteous service, of any in the community.

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Our beautiful soda fountain is unmatched in beauty and sanitary arrangements, gaining many conveniences that make for quick service. We will operate on the principle that "The customer is always right."

THIRD SECTION

The Daily Colonist.

(ESTABLISHED 1858)

MAGAZINE FEATURES

NO. 214—SEVENTY-SECOND YEAR — VICTORIA, BRITISH COLUMBIA, SUNDAY, AUGUST 17, 1930

Great Britain and the Dominions Overseas

ROAD TRAFFIC BILL ANNOYS AUTO OWNERS

Introduction in England Is Met With Strong Opposition

SIMPLE JUSTICE TO MOTORIST DESIRED

Proposed Regulations Are to Be Carefully Examined

At the twenty-fifth annual meeting of the British Automobile Association held last month at the Savoy Hotel, London, the chairman stated that the outstanding event of the present year had been the introduction of the Road Traffic Bill. The association had attended conferences in the House of Commons, had had interviews with the Minister of Transport and interviews with members of Parliament, all for the purpose of providing a simple means of justice to the motorist.

Motorists were a body of peaceable citizens, but because they were motorists they were regarded as being something almost outside the law, were hedged round with rules and regulations.

The association was not satisfied with the Road Traffic Bill, for motorists were liable to excessive fines for merely nominal offences, and were even liable to be imprisoned for offences when they were unable to define exactly what those offences were. There was a proviso in the bill that the motoring organizations must be consulted. Therefore the work of the Automobile Association, instead of being ended by the passing of the bill—which was not yet law—would necessitate very careful examination of the proposed regulations.

It was reported that the number of miles covered by the Automobile Association patrols during the year was twenty-six millions. Apart from the work on the road, the total inward correspondence for the twelve months was more than 1,750,000, and outward correspondence exceeded 2,500,000. The Automobile Association Touring Department was issuing 2,000 tours per day for every working day of the year. Those 2,000 applications for routes meant 2,000 intricate problems which had to be replied to within twenty-four hours.

430,000 MEMBERS

The nett increase in the membership after deducting all those who had retired during the twelve months was 25,245. The membership now exceeds 430,000. The interesting fact was revealed that a larger proportion of motorists taking up car licences considered it to be to their advantage to join the largest and most efficient motoring organization in the world.

During the year they had an excess of income over expenditure of £10,985. The income from subscriptions and entrance fees had been £765,056, a considerable increase on the amount for the previous year.

The accounts showed that £626,000 was spent directly for services to members on the road.

STRANGLEHOLD TO BE TAKEN OFF FILMS

Bill Introduced in British House of Commons to Protect Industry

A Bill, stated to have the support of all parties, was recently introduced in the British House of Commons with the object of overcoming what was described as the American stranglehold on the British film industry. Leave was given and the Bill was brought in and read a first time.

The Bill proposes amendments to the Cinematograph Films Act 1927.

Mr. Mander said that the distribution of films in this country was very largely in the hands of American interests, who owned and controlled them, and used their power with the deliberate object of squashing the development of the British industry in this country.

The quota of British films to be shown was 7 1-2 per cent in 1929, rising to 20 per cent in 1936. In France at present the quota was 33 per cent, and in Germany 50 per cent.

It was proposed in the bill that not less than 75 per cent of a film must have been wholly produced in Britain including the photographing, developing, cutting and titling.

Another provision was that not less than 112,000 should be spent on the production of any one film. American firms in this country had been producing films of only £3,000 or £4,000 deliberately to stamp them as bad.

As a memorial to Richard Cadbury and George Cadbury, who created the village of Bournville, Worcestershire, fifty years ago, the firm of Cadbury Bros., Ltd., have presented Frankley Beeches, near Birmingham, to the National Trust, to be preserved free from buildings.

Everywhere This Motorist Went Stew Went, Too

AN all-pervading aroma of Irish stew which followed a motorist wherever he went and made pedestrians tilt their noses after the manner of a famous advertisement, puzzled Wembley, London, for several hours.

The motorist noticed the aroma after driving some time. He enjoyed it at first, though greatly puzzled, but presently he began to wonder.

He noticed that from his radiator issued steam—and that smell of Irish stew.

He took off the radiator cap—there was a tiny onion and a wee carrot. After a deal of probing he discovered more onions, more carrots—and a little meat! Someone had played a joke.

EXPERIMENT TO BE TRIED IN LONDON

Endeavor Will Be Made to Obtain Permanent Audience for Repertory Company

Maurice Brown, producer of "Journey's End," has announced arrangements for a theatrical experiment at the Little Theatre, London, after the fashion of the New York Theatre Guild in order to try to obtain a permanent audience in London for a permanent repertory company.

A sum of money has been set aside for the purpose, and the experiment will be tried three years, at the end of which it is expected to prove self-supporting. The Little Theatre, heretofore known as "The House of Thrillers," has been taken for six months from November 10, with an option extending for further six-month periods.

The theatre will be under the direction of Miss E. P. Van den Volkenburg, and the first production announced is a revival of "The Well-Known Warrior," with Maurice Rice Browne and Rosalinde Fuller, widely known in the United States, in the principal roles. Special programmes of interest and artistic significance will be presented on Sunday nights.

MANCHESTER COTTON BOWS TO NEW TRADE

Engineering Now Has Larger Payroll and Is Developing Its Headquarters

Manchester and the surrounding district has long been known as Cottonopolis, because of the area's important position in the world's cotton trade, but there are indications that the trade is beginning to take second place among the city's activities.

More than twice the number of people are now employed in other forms of manufacturing in this locality than are engaged in the cotton trade. The Lord Mayor of Manchester, R. Noton Barclay, in an address, stated that there is a larger sum paid in wages in various engineering trades within a radius of ten miles of the Manchester town hall, than is paid in wages in the cotton industry. It is estimated that £8,000,000 a year goes in engineering wages in the area.

More than 200 factories, supplying a wide variety of products, are located in the locality, and their output consists of airplanes, motorcars, locomotives, machine tools, internal combustion engines, including gas and oil engines, specialized machinery for the textile trades and virtually every phase of electrical equipment, as well as a multiplicity of other products.

The city's development as an engineering centre has been further emphasized by the establishment here of headquarters for many engineering organizations, including the Northwestern Centre of the Institution of Electrical Engineers, the northwestern branch of the Institution of Mechanical Engineers, the Institution of Structural Engineers, the Manchester District Institution of Gas Engineers and several others, local and district.

Scotland Yard Has New Terror For Criminals

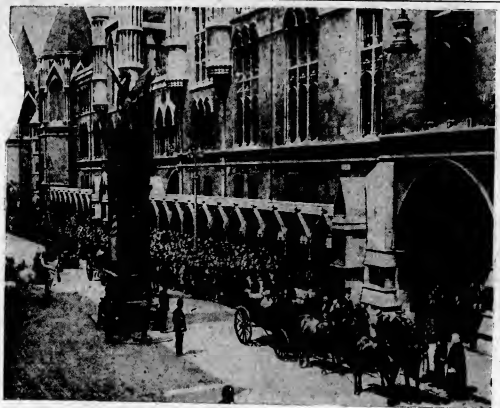
The new method of classifying and coding finger-prints, the invention of Chief Inspector Battley, which has revolutionised the system at Scotland Yard, London, is to be adopted by the police forces of America and Europe.

Chief Inspector Harry Battley is the head of the finger-print department of Scotland Yard.

The world-wide adoption of this new method will mean that an international classification will come into existence whereby an officer will be able within two minutes to pick out his man from the millions of finger-prints in the various police headquarters.

By the old method ten impressions of a criminal's finger-print were kept in the records. The new method enables identification from a single print, by the use of a special glass.

On Way to Service at St. Paul's Cathedral



On the Way to St. Paul's for the National Service of Thanksgiving for the Preservation of "the Parish Church of the Empire," the King Receives, at Temple Bar, the Pearl Sword in Token of the City's Submission, From the Lord Mayor.

ON the day of the reopening of St. Paul's Cathedral after the work of restoration on the dome and choir, which has been going on for five years, the King drove through the streets, and for three hours London forgot to work. In the open landau with His Majesty were also the Queen, the Prince of Wales and the Duke of York. The service of thanksgiving for the preservation of the cathedral was at 12 o'clock, but long before that hour the streets leading to it were full.

At Temple Bar, the entrance to the city, marked by the bronze Griffin set on a high pedestal in the middle of the street, His Majesty received from the Lord Mayor the pearl sword as a symbol of the loyalty of his subjects. It is an old ceremony, observed on the occasion of his crossing the boundary separating the ancient city from the newer Borough of Westminster.

The Lord Mayor and his sheriffs and his aldermen stood with heads uncovered. In the Lord Mayor's hand was the magnificent pearl sword, its point lowered. The King reached out and took it from him—the symbol of accepted loyalty—then returned it. The Lord Mayor took his place in his glittering coach and drove off to welcome Their Majesties at St. Paul's.

What a pageant that was at St. Paul's! What glitter of red robes on crimson carpet, what stateliness! The Lord Mayor and his sheriffs and aldermen waited for Their Majesties at the west door. Suddenly all the bells in all the churches in all London, it would seem, began to ring. Peal after peal mounted to the heavens.

Down the aisle went a procession of workmen. They had been responsible for the restoration of the cathedral, and made possible this day of thanksgiving. After them came the 160 bishops in their red robes; then the choir and the Dean in his rich cope. Last of all the churchmen was the Bishop of London with his pastoral staff borne before him. He went down the aisle to the west door to welcome Their Majesties.

There sounded a blare of trumpets. The great cathedral echoed to the music of the hymn:

"Blessed city, heavenly Salem,
Vision dear of peace and love,
Who of living stones are builded,"

and down the main aisle walked the King with the Bishop of London, the Queen with the Dean of St. Paul's. Before them went the Lord Mayor and his sheriffs and aldermen. And now the pearl sword was carried point upward.

They reached the chancel. Then the organ burst forth, and organ and trumpets blended in exalted fortissimo. The National Anthem has been heard on countless occasions, but never had the grandeur of it so expressed itself as on this day when King George drove among his people to give thanks that his great cathedral had been preserved.

66,000 BRITISH ARE SUING GOV'T

$220,000,000 Is Involved In Lawsuit Connected With War Losses

MANY COUNSEL ENGAGED

Nearly 66,000 people and £44,000,000 are involved in the law suit brought by the Civilian War Claimants' Association against the British Government.

The association was founded in 1925 and includes such diverse elements as sufferers from air raids and submarines, civilians interned in Germany, and English firms domiciled in Belgium, Northern France, Turkey and elsewhere, the property of which was damaged or destroyed during the World War.

The basis of its suit is that the British Government has appropriated money paid by Germany in respect of their losses and allocated it to the reduction of the British war debt instead of handing it over to the actual losers as has been done by the United States, France, Italy and other countries. The association has therefore lodged a "petition of right" against the Crown, which is the normal mode of procedure in such cases.

The King, in accordance with a time-honored custom, indorsed the petition with the fiat, "Let right be done," and the Government immediately entered a demurrer—its case being that the petitioners have no claim in law, and furthermore that the compensation has already been awarded as "an act of grace" in 1924, when £5,000,000 was distributed to certain claimants in accordance with the report of the Royal Commission which investigated the question.

An imposing array of counsel has been engaged on both sides, and the hearing is expected to last some time.

Home Trade Impetus Given in Auckland

In order to give an impetus to home trade, Auckland has instituted a permanent Hall of Industries, in which a large variety of New Zealand manufactures are displayed. An official is in attendance to place inquirers in touch with manufacturers. To further the same movement Miss Ellen Melville, a member of the Auckland City Council, is on tour around the province in the cause of home industries.

"It'll Be All Right in the Autumn" Everyone Is Saying in London

A REMARKABLE wave of quiet optimism has washed into the offices of theatre producers, stockbrokers, booksellers, motor car dealers, restaurant keepers, and every kind of business man during the past week or so, writes a correspondent of The London Daily Mail.

Wherever you go you hear the same phrase, "I have a feeling that it will be all right in the Autumn." The first time I heard it was from a publisher with whom I had been sympathizing over the remarkable slump in the sale of books of all sorts since last April. "Booksellers are wringing their hands," he said. "They say things have never been worse since the war. But you wait. It will be all right in the Autumn."

Then a theatre producer spoke to me dolefully about the number of empty theatres. "These talk-films are hitting us terribly," he went on. "That and motoring out into the country in the evening and this bathing in the Serpentine and the fine weather generally. It's awful, I tell you." Then he brightened visibly. "However," he went on, "I believe it will be all right in the Autumn."

Then I went to my wine merchant to give my usual modest order. "Things are pretty quiet," said the wine merchant. "You see, we people are the last to feel trade depression. But we are also the last to get the benefit of a coming revival. But, you mark my words. Business is dull now, but it will be looking better in the Autumn.

A shipowner, a barrister, a man who has lost a great deal of money in Wall Street, another who is in the cotton business, and a fifth who is in insurance have all in the past day or two repeated variations on this magic formula—"It will be all right in the Autumn."

Nobody can quite explain why he is so sure that prosperity is certain to return in the Autumn. But whoever started this phrase deserves a medal. For if enough people think that it will be all right in the Autumn and act on this belief, then it may be all right in the Autumn.

CO-OPERATORS FAIL TO VOTE IS CHARGED

Lack of Interest Stated to Be Shown in Management of Great Society

The Royal Arsenal Co-operative Society, which is one of the greatest co-operative societies in Great Britain, has prepared figures illustrating the lack of active interest taken in the conduct and management of the society by members. During the last few years there has been no increase in interest among the membership in the election of the society's committees.

In February, 1923, when the society's membership was about 96,000, the percentage of members voting in the election of the management committee was nearly six. In 1929, when the membership was more than 217,000, the percentage at the election was three. In 1930 only slightly more than 1 per cent of the entire membership voted for the education committee, and less than 1 per cent for the political purposes committee.

A somewhat similar state of things exists thoughout the co-operative movement generally. Leading co-operators are becoming alarmed at this lack of interest on the part of the rank and file. Trade is growing, and the members visit the shops and make purchases to an ever-increasing extent. But at that point their interest stops.

Grand Old Man Of Music Gives Lessons at 96

The British Civil List of pensions contains the names of men and women who have won the accolade of the arts.

In this year's list appears the name of that grand old man of music, Francesco Berger, who, at the age of ninety-six, gives music lessons every Wednesday to pupils at the Guildhall School of Music, where he has been senior professor for forty years.

Mr. Berger, who knew Charles Dickens, is physically and mentally a phenomenon.

"Why should I stop working?" he asks. "I have my life in front of me, and I am far healthier than many modern young men.

"I have been at my music now for ninety years—I started when I was six—and I intend to go on with it."

FEMINISTS ARE MAKING STAND

Wish to Retain Casual Use of Surnames Among Girls

WOMEN DONS OPPOSE IT

Not content with the reinstatement of dust-collecting, time-stealing devices with which to hamper the efficiency of the postwar woman, fashion is finding fault with the habit—adopted by women without thought during the days of war—of calling the casual acquaintance by her surname.

It was an excellent habit, dispensing in one easy stroke with the prim reminiscences of the "Miss" of the retail store, and the awkward intimacy of the Christian name before the stage of Christian names had properly been reached. But it is to be abandoned.

Oxford and Cambridge are quite stirred about it, and women dons and students are engaged in a controversy which probably would never have arisen had not thought, unsettled on the hair and skirt questions, been open to further disturbances.

But outside Oxford and Cambridge the firmer feminists are making a stand. In the war of the skirt there may be, they admit, an element of reason in the fact that something has to be done to save the dressmaker and the manufacturer of material from going out of business; even in the case of hair there is a certain amount to be said on behalf of trade—but when it comes to names, then matters have reached the climax of foolishness.

Women, they say, no longer classed with those persons who, unfit for citizenship, must have the conditions of their existence dictated to them, have won their short hair, their convertible skirts and comradely manner of speech in correspondence with their other measures of freedom, and they will not lightly consent to a retrograde step.

At Dorchester, the Mayor, Mr. T. H. H. Wheeler, who had headed the civil delegation to the daughter town of Dorchester, Mass., U.S.A., for the recent tercentenary commemoration, handed to the town council a silver salver, the gift of Dorchester, Mass., to the mother town.

Streets Are Most Dangerous Factor In Kiddies' Lives

Moral and Physical Environment of Children Who Have "Nowhere to Play" Often Leads to Their Becoming Both Public Menace and Public Charge and Causes Slackness

Amusement and Organization Lacking

By SIR ARTHUR CROSFIELD, G.B.E.

The chairman of the National Playing Fields Association of Great Britain discusses a problem as important in Canada as it is in Europe.

"I HAVE nowhere to play!" Are there words sadder to hear from the lips of a child than this pitiful phrase, alas, so often repeated in the great cities of England, a phrase that is a reproach to every man and woman? I said "a reproach"—perhaps I shall add also, a threat, for the child who has "nowhere to play" is the one most likely to appear later in the police courts and become both a public menace and a public charge. The police have many sordid and nerve-racking tales to tell of children transferred by circumstance from healthy, merry youngsters into delinquents, and from delinquents into criminals.

The streets, so frequently the only playground that a child has ever known, are the most dangerous factor in the lives of our growing generation, dangerous morally and, unfortunately, dangerous physically, too, as our swelling list of "death by misadventure" or "accidental death" must show. Where there is traffic there should not be children.

But traffic is not the worst risk by any means to which our children are exposed. In idleness, slackness through a want of organization, lie the real risks to which young people are exposed.

CAN CHILDREN BE BLAMED?

Never before, perhaps, has youth been criticized as it is today. Parents complain that the youngsters lounge in the streets in undesirable company; that the only amusements they can find consist of visits to the cinemas or dance halls, and so on. Employers say that they are lazy, that they lack ambition, that they are apathetic. And the records in our police courts show that crime among children is on the increase and that they embark upon their law-defying activities at an earlier period of life than ever before.

I do not dispute for a moment that most of these complaints are justified, but I am heartily tired of hearing these complaints without seeing some recognition of the causes underlying the present-day troubles of youth. High spirits and energy are characteristics of childhood—normal childhood. That means that children want to be up and doing.

But what is there for them to do? Let us examine the facilities that we give our children for amusement after school hours in the congested districts. Alas, there is little to examine—we give them practically none. After school they play in the road, making way time and time again for vehicles to pass. The gutters, the nearest equivalent the poor little souls can find to the freshness of brooks and streams, fill their bodies with germs and do much to spread the epidemic that each year take so heavy a toll of precious lives.

DO THEY GET FAIR CHANCE?

Is it any wonder that the energy that could be such a power for good becomes misdirected, and in place of the ambitious young citizen we get the boy burglar, the jazz-mad child-woman?

The main trouble with these unfortunate children who have no nursery or playground other than the street is that their lives lack both amusement and organization. Dullness and aimlessness are dangerous qualities to companion childlike energy and high spirits. The National Playing Fields Association has an objective that can be told in the words, healthy bodies, healthy minds.

CONSTRUCTIVE WORK NEEDED

That is simple enough, in all truth. But to bring about conditions that makes this possible for the millions of children in elementary schools, of whom only 10 per cent have any place in which to enjoy organized games, is not so simple.

In some districts there are spaces that can be turned into playing fields, here and there we find that there are actual recreation centres in operation, but the inadequacy of places where young children will be given opportunity to join in organized games or even allowed the little freedom they need to play in their own way, is shown strikingly by the figures—only 10 per cent are provided for.

Our work is not remedial so much as constructive. We are trying to establish centres all over Great Britain, where children will be away from traffic, away from the drains and gutters and protected against the evil influences of the street. Playing fields are the only alternative to the street.

A child's first consciousness of the duty he owes his fellows is aroused often by taking part in organized games. It is in teamwork that he learns the spirit of co-operation, and the lesson learned in such a manner, of course, is an agreeable one, so that duty and pleasure become what psychologists call "associated ideas."

His Royal Highness the Prince of Wales said, a little while ago:

"If every lover of games and the open air will take a hand in the national effort which is now being made, we shall soon see the day when no boy or girl, whether of a great city or town, or even a village, shall be able to say: 'I have nowhere to play.'"

His Royal Highness could not have put the case more clearly, nor have made an appeal that would have touched the sporting instincts of his countrymen more directly than by asking every lover of games and open air to "take a hand."

I can only echo his entreaty, and urge the grown-ups to heed the pathos of the dismal cry, "I have nowhere to play"—knowing that once this has stimulated them to action it will be replaced by a joyous and ringing shout:

"At last I have somewhere to Play!"—(Copyright.)

GOOD SCOUTMASTER OF BIG IMPORTANCE

Lord Baden-Powell Emphasizes the Need of Right Type of Man for Position

"Although I think that the right sort of man at the head of the Boy Scout movement is an advantage, I can certainly say that if I left it tomorrow it would carry on without pause or hitch," Lord Baden-Powell told a representative of The Christian Science Monitor in London, when asked whether he foresaw a successor to himself in the future or whether matters would be left in the hands of a council.

"We've got our council," he added, "and every department is filled out with understudies so that work is never held up if anyone happens to be away."

The Chief Scout also said that the difficulty of getting the right type of man as scoutmaster was gradually being solved now that the big schools were coming into the movement. Lord Baden-Powell was very insistent on the tremendous importance of getting the right type of man for these posts.

Asked about the co-operation between Rovers and Toc H and kindred organizations, the Chief Scout said that already this was in being so far as Toc H was concerned. Co-operation between Boy Scouts and Girl Guides is always fostered, and this was well in evidence recently at a big rally of some 7,000 Currey Guides at Guilford, on Empire Day, when Rovers were assisting in many ways.

When asked where the next Jamboree in 1933 would be held, Lord Baden-Powell said he would much like to have it in Australia, but he thought there would be too many difficulties in the way at present. The matter would be settled at an international meeting which is to be held at Kandersteg, in Switzerland, this Summer.

2,500 Workers Take Novel Trip to Paris

A great feat of organization was accomplished when some 2,500 employees of Leyland Motors, Ltd., of Leyland, traveled nearly 1,000 miles during the week-end holiday trip to Paris, recently.

Six special trains and three steamers were engaged for the party. On their arrival in Paris the visitors filled 100 motor coaches which took them on a tour of sightseeing. Among the places visited were the Palace of Versailles and the Parc des Expositions.

Prehistoric Exmoor Bridge to Be Mended

Some anxiety among archaeologists and others interested in the preservation of the prehistoric bridge known as Tarr Steps, which crosses the Barle River in the remote Hawkridge Valley of Exmoor, has been relieved by the Somerset County Council undertaking to carry out needed repairs.

The bridge, which is 180 feet in length, and consists of huge slabs of stone resting on rough stone piers in the river bed, is on the line of an ancient trackway across Exmoor. Scheduled as an ancient monument, it is the finest example of this type of bridge known in the kingdom, and, according to Professor Sir William Boyd Dawkins, dates back to the Bronze Age.

Words and Pictures

By FRANK CONDON

IN the quiet seclusion of his dressing-room a tall gentleman was displaying to a short, stout gentleman the photograph of a pretty girl. The damsel was in a bathing costume. Her hair was in charming disarray. She was smiling, but it was not so much her smile.

"Was I right?" asked the tall one. "Is she a peach?"

"Yeh," the beholder admitted. "Sure is a peach."

"Only twenty-one?"

"Yeh"

"A blonde . . . I like blondes."

"What's her name?"

"Muriel Murch. Murch is a nice name, hey?"

"Nah. Size is . . . Sure is a pip. Swell hair."

"Full of life, too, like a kitten. I'm all upset about her."

"How did you meet her?"

"She wrote me a letter. Saw me in The Butler's Wife and wrote me a nice little letter, with photo enclosed, so naturally I called her up. Why wouldn't I? Ain't she nice?"

"Yeh. Sure is."

The short, stout gentleman reached for the likeness of beauty and held it in a better light, studying the damsel with interest.

"Muriel Murch," he repeated and the tall one said Muriel was the name beyond shadow of doubt, and that anybody who wouldn't go crazy about such a girl wouldn't have good sense. The tall speaker was Walter Wesley Gilfillan, motion picture comedy star, and the little man was Shorty Hamp, who assisted in these bits of nutrifiul art.

"You're a lucky dog," Mr. Hamp declared, gazing at the picture in admiration. "I never get any fan mail."

"Well, you're not a star," Mr. Gilfillan explained gently. "I'm the star in this studio, so naturally I get a lot of mail."

Gilfillan and Hamp have been laboring together these many years, teaming in comedy stunts for the wide-awake studio of O'Day and Grogan, and Shorty has been the lowly helper. To Gilfillan have gone the palms and plaudits, the big money and words of praise to the newspapers. Now and then Shorty is mentioned in small type. Like a bridegroom.

The theory in the studio is that Mr. Walter Gilfillan is very funny and has brains, and that Shorty Hamp is only moderately amusing and has fewer brains than a duck egg. Gilfillan is tall, good-looking and domineering in a motion picture way. He is always provided with a drawing-room on the Pullman, while Shorty sleeps in a plebeian lower. Everything must be done as Gilfillan desires, for a star is a star and may turn sulky overnight.

Shorty knew his place. He laps claim to no special talent, except that he can fall down a flight of stairs funnier than any other fat comedian in California. He and Gilfillan are usually warm friends and visit around together, boasting of their recent pictures. They have played as a merry unit since way back yonder when Charlie Chaplin was making his two-reel knock-outs and Hollywood was a pup. And as Shorty has always realized, Gilfillan gets the cream of everything.

This was another instance—this Murch business. No beauteous damsel ever takes her pen in hand to lighten Shorty's life with a kindly word. Nobody ever asks Shorty to come over to dinner to his evening clothes and meet seven nice people. His life is a blank.

Following the conversation with his leader, Mr. Damp strolled moodily out into the studio lot, meditating upon the general sourness of existence and the hopeless outlook for a fat, red-faced little man. He spent the next hour in meiancholy contemplation of a vicious studio bear, a cinnamon bear, which was chained to a post, and was diligently trying to bite a large extra man with whiskers. The bear having failed to gnaw a leg off the whiskered extra, Shorty wandered elsewhere and subsequently returned to Gilfillan's office.

The room being deserted, Shorty began a prowl. He pawed over the letters that lay upon Gilfillan's desk and his search was rewarded, for presently he came upon a large sing-a, pinkish envelope, a costly envelope with decorations and a golden lion up in one corner, ealing what appeared to be an iron gingerbreat. Mr. Hamp instantly removed the letter and read it without a qualm. It was the first letter from Muriel Murch to Gilfillan.

As he perused, the sad expression slowly left Mr. Hamp's countenance, which hardened into a scowl.

"Oh," he muttered. "Oh, ho! So that's the way it is!"

The letter confessed that its author had always admired Mr. Gilfillan for his extremely funny manner, having seen him to half a dozen silent motion pictures. "You are just too funny for words." Miss Murch wrote in her shy, girlish way. "It must be marvelous to be a genius like you are . . ." It had now been the lady's great joy to attend a performance of "The Butler's Wife," which was Gilfillan's first talking motion picture, and she felt lifted into the theatres for public entertainment. Miss Murch went upon record as saying that Mr. Gilfillan now became a larger figure than ever in an industry he always adorned. By virtue of his magnificent voice, he mounted to the heights in a single leap. . . . Such a voice! Such a resonant, one might almost say fascinating voice—and one did say it, the one being Miss Murch, who was so overcome that she dropped a large, inky blot at the end of the eulogy.

"Well, I'd be a son of a Peruvian pansy," Shorty remarked at this point, reading closely. "What do you know?"

The bride, after mulling over the sing-song girlish rhapsodies, arguing that a man having such a voice must surely any girl to the very depths of her being. What lonesome-disliked young woman in America could listen to those tones unmoved? "Every married woman," Muriel wrote toward the close, "will suffer her husband when she hears her husband's voice, after she has heard you in 'The Butler's Wife.'"

Shorty carefully placed the letter in the envelope and buried the latter in the pile of old mail. His scowl now totally disfigured him.

His astonishment seemed profound. Then being no one to answer, Shorty went grimly out of the office to see if the studio bear had succeeded in mashing the extra . . . Ordinarily a gentle soul, Shorty could feel himself turning into an embittered enemy to mankind, a hater of all, a thrower of bombs, knives and sundry . . . Walter Gilfillan, once his friend, was doing him wrong, sheding him of the fruits of his art, for the fact was that Miss Muriel Murch, in rhapsodizing over Gilfillan's voice, was shouting up the wrong alley. The voice—the soul-bearing voice that was keeping her awake nights—was not that of Mr. Gilfillan. It was Shorty's voice.

Gilfillan had no voice. He was a mute—so far as talking motion pictures were concerned. He possessed to be sure, a strong, clear, articulation, useful enough in the affairs of daily life, but valueless to the iron microphone. The star's voice was too thick and high for recording and it displeased John O'Day, who was the voice expert. Gill was in process of having his vocal machinery oiled up by a famous voice specialist, thirty dollars a lesson and throat tablets extra.

In "The Butler's Wife," which had urged Muriel Murch to correspondence, Gilfillan uttered no word. He pretended to. The lines were spoken by a double, a man with a fine, sounding, gripping voice, and that double was the down-trodden Shorty Hamp, who was now watching a bear, and not only watching the bear, but hoping the animal would burst its chains and chew the extra man into the making for hamburger steak.

Ignorant that his associate had turned against him, the star continued to mention Muriel Murch. He referred to her mother. He described little moonlight episodes and details of the more interesting incidents.

"I'm not kidding you," Gil started, hammering upon a desk. "This girl is a wonder. Everywhere we go, people stare and ask each other who she is. They think she's in the movies. I like her better every day."

Shorty listened to silent rage. He fastened upon Gil a glare that would have poisoned a Mojave rattlesnake, but the star chattered merrily on. Once a jovial figure about the studio stars, the isolated comedian no longer laughed, but stalked here and there unhappily. Upon a bright morning, Gilfillan's telephone rang. Shorty, being idle occupant of the office, stared at it gloomily and in time decided to answer.

"Hello," said a sweet voice.

"Hello," said Shorty.

"How is the big boy tonight?"

"What big boy?"

"Why, Gill Is Gil cross today? You wouldn't be cross with me, would you?"

"Gill ain't," Shorty said doggedly.

"Oh, yes it is, you old bear. You can't fool Muriel. Wouldn't I know that voice anywhere in the whole wide world?"

Shorty blinked, transferred the receiver to his better ear and stepped nearer the instrument.

"Is this Muriel Murch?" he demanded.

"Why, of course it is. Don't be silly, Gil."

"This ain't Gil," Shorty said doggedly. "This is Shorty Hamp talking."

"Who?" came the incredulous query.

"Mr. Shorty Hamp of the Gil and Shorty Comedies. This is the comedian that Gilfillan works with talking. I am certainly very glad you called up today and I happened to be here."

"Oh, this is really Mr. Hamp?" the sweet voice asked.

"In the flesh and blood," said Shorty. "And you made a mistake. You didn't mean to make it, but you made the biggest kind of a mistake."

"I did?"

"Yes, and I ought to see you right away and straighten the matter out. There is something important I have to tell you, for your own good. When could I see you?"

"Why, Mr. Hamp, I guess you could see me most any time. I'm not doing anything."

"How about me taking you out to lunch?"

"Lovely," said the maiden, and straightway she gave Shorty her address, which was the Belvedere Arms, and told him the proper doorbell to ring. Wearing the determined manner of a strong character bent on a deed to do something, Mr. Hamp sped out of the studio, had his hair cut, nails manicured and car washed, and shortly before noon he drew up before the Belvedere Arms, wherein the charmer resided with her mamma.

This parent was a large woman, female, a type common in Hollywood. Back in Tonowanda Muriel had been triumphant in a newspaper contest and emerged bearing the title Miss Tonowanda, 1928, and from that moment Mrs. Murch wasted no more time on the neighbors. Taking Muriel by the hand she fled to California, into the heart of Hollywood, where Miss Muriel created a furor.

The ambitious damsel took up voice and acting and set them down again. She remained permanently amid the refined seclusion of private life, her mother coming out with the bitter reflection that in these days a young girl never sets anywhere until she succeeds in shooting some gentleman just before his wife shooks him.

Muriel was pretty, which nobody stabed to deny. Pretty girls in Hollywood are as the leaves on the green bay tree and draw about the same salary until they land behind some reliable counter . . . Muriel tripped down the steps, paused to maidenly confusion and Shorty perceived that the day was far from wasted.

"I'm Shorty Hamp," he declared. "Get right in the automobile and we'll go down to the beach."

The lady looked at him with a question in her eye.

"I'm so glad to meet you, Mr. Hamp," she murmured. "I know Mr. Gilfillan quite well."

"Yeh, I know. I want to talk to you about Gilfillan."

He seated himself comfortably and started his elderly but not unornamental roadster.

"You can hear my voice, can't you?" He inquired. "I guess you heard that voice before, Miss Murch?"

"Oh, yes, indeed. I am really so puzzled."

"You would be. That's why I'm here today. The big egg has been stringing you."

"Oh, Mr. Hamp!"

"He has been deliberately fooling you and it was only by accident I discovered it. I just happened accidentally to come across a letter you wrote Gil. In which you mentioned his voice, and when I saw what you wrote, It sure burned me up. It did. Didn't you notice anything funny about his voice when you met him?"

"Yes, Mr. Hamp, and I asked him about it, too."

"And don't you notice anything funny about my voice?"

"Of course. Yours is the voice I heard in 'The Butler's Wife.'"

"Well, what did the big mug have to say for himself?"

"He explained that the microphone changed a person's voice so one can scarcely recognize it. He said that was why his voice sounded one way in a talking picture and another when he was conversing with a friend."

"Listen," said Shorty. "He hasn't got any more voice than a Mexican hairless colon. He never talks in one talking picture. He can't. You must have noticed his voice sounded pretty terrible, didn't you?"

"Well, I wouldn't say that, Mr. Hamp. He's a nice man, and he certainly acts very gentlemanly."

"Yeh, he ain't so bad," Shorty declared, feeling a mere kindly attitude might be desirable. "Gil's a good scout, but I am the one that makes our movies successful. I do all his talking for him. They pay me two hundred extra for my voice."

This was a wholesome exaggeration.

"And they should, too," Muriel cried warmly. "You have a very remarkable voice, Mr. Hamp. There is a strange, haunting quality in it."

"And don't call me Mr. Hamp. All my friends call me Shorty."

"Shorty," she said, smiling, adding that it had always been one of her favorite names.

They reared on down to the silver sea, partook of a pleasant lunch and Shorty spent the time in a reasonable discussion of himself, and his manifold abilities. From time to time, he ceased broadcasting and assured Muriel that she was the prettiest girl he had ever met and that her eyes were like twin stars and as full of secrets as frozen sapphires. Muriel blushed nicely and Shorty eventually spent three dollars for some flowers, and when Shorty Hamp spent three dollars for anything, it indicates the presence of an infatuation beyond words. Turning to the subject of Walter Gilfillan, the rotund one explained that, despite his publicity experts, Gil was just a fair second-class actor, who would substantially go back to street-car work if Shorty never left him.

"What about tomorrow night?" he asked at the door of Belvedere Arms.

"Not tomorrow night. Mr. Gilfillan is taking me to dinner."

"Next night?"

"All right."

Shorty raced back to the studio of O'Day and Grogan, his round countenance shining with success. He burst into the star's dressing-room and Gil looked up as his assistant slid to a stop. There was a belligerent scowl upon the face of the author one.

"Say," he began, "we may as well come to an understanding."

"What's the matter with you?"

"Nothing at all. Just want you to know I'm wise. You've been running around with Muriel Murch."

Gil dropped his feet to the floor:

"Where does that get into your affairs?"

"I just took her to lunch, and we're friends now. I like that girl a lot and she likes me, she likes my voice—my voice Gil. Get that?"

"Do you have been drinking, Shorty, have you?" Gil demanded idly.

"Not all of it. If I get a break around this joint, I get to read your mail. Anyhow I'm laying my cards on the table about this Murch girl, and may the best man win."

Gil lighted a cigarette and stared contemptuously at his comrade.

"I don't often give people advice," he said ominously, "but I am now going to give you forty dollars worth free. Stay away from Muriel Murch. I'm going to tell you just once."

"You don't scare me at all," Shorty sneered. "If a girl likes me and my voice, that's where I'm to be found from then on."

"Just once," Gil repeated. "Keep your repellent mook out of my affairs."

"This is a free country," returned the unintimidated. "When Muriel says she don't want to see me, that's one thing, but you haven't got any more to say about it than Oscar the beetle-back."

He then departed and in no time at all the studio learned that the usual peaceful relations between the comedians were sundered. It was known that a fair young slip of a thing had stepped in and shattered a comradeship that extended back to the dim days when Charlie Chaplin was making his riotous two-reelers and Hollywood was a pup. The studio said it was just too bad, and all grinned, hoping if actual combat ensued it would occur where everyone could see it.

As it happened the comedians were idle, waiting for orders to begin the next job and were therefore in a position to pay plenty of attention to a lady friend. Miss Murch appeared to be delighted with her new beau, and her mother hoped something tangible would come of having two movie actors about the house, fascinated by the flower of Tonowanda.

Meanting the studio gentlemen labored long and finally produced a story for the next Gil and Shorty. Its temporary tag was "The Park" and there ensued busy days of preparation—but everyone except the headliners.

One morning Mr. Gilfillan strode into the office of Mr. John O'Day.

"Hello, Gill," said the president. "This Park stuff is beginning to look pretty good."

"I want to talk to you about the picture," Gil announced coldly. "Shorty's not going to be in it."

O'Day looked slightly stunned and set aside the pipe he had lighted.

"You don't want Shorty?"

"Exactly."

"You mean you want to split the team?"

"What team? I'm all there is to these comedies. We can hire a dozen hams like Shorty."

"But, Gil, what's the matter? What's happened?"

"Nothing. We've been together too long, that's all. People are sick of seeing us, and I'm sick of seeing Shorty."

O'Day turned and stared grimly through the open window. It was not the first time he had listened to his comedy star in moments of discontent.

"Shorty's mighty useful," he continued. "His talking stuff is going over well. He has really a splendid voice."

Gilfillan glowered at his employer.

"Yes, I know about his voice. I've heard quite a bit of it lately. And I don't want him in any more of my comedies. Either put him somewhere else on this lot, or fire him. So far as I'm concerned, Shorty's got to a point where he's just a pain in the neck."

The vehemence of Mr. Gilfillan interested O'Day, who realized that an ancient friendship must have crumbled overnight.

"All right, Gil," he agreed. "If you don't want him, I suppose we can find another place." Still scowling, the star departed from the executive office and O'Day sat in thought, wondering why a man ever became a maker of motion pictures when there are so many calm, orderly ways of earning a livelihood. He was presently aroused from pessimistic meditation by the arrival of the lowly half of the comedy team.

"Morning, Shorty. What's on your mind?"

"Gil's been here, hasn't he?"

O'Day nodded.

"And I know what he wanted to see you about. He don't need me any more. Sure he don't—and you know why. He's all burned up because I had the lines and he didn't. And let me tell you something, Mr. O'Day. I don't want to work with him any more. I'm done."

"What's the matter with you two? O'Day asked calmly. "You always got along."

"I don't want to have anything to do with the big bum. I've got a good microphone voice and I guess that will keep me in talking pictures. I don't want to be the tail to his dog any more."

Shorty's employer said he was certain the Hamp voice would always be in demand. He added his regrets. It was too bad a couple of buddies could no longer work together in amity after so many years of comedy success. Shorty replied that it wasn't the first time Gil had tried to take a girl away from him.

"Oh," said O'Day, revolving in his swivel chair. "It's a girl?"

Shorty stated it was not only a girl—it was his girl.

"What would be the name?" O'Day asked, and Shorty informed that the name was Muriel Murch, and it had been Shorty Hamp some day for all anybody knew.

When the minor comedian departed, John O'Day leaned back, reflected upon the uncertainties of making movies and decided he would personally, with his own hands, direct a motion picture for the first time in years. O'Day is a tall, serious-looking executive, a man with thin, bony features and hair grown grey ahead of schedule. In the early years he was a director and many a custard pie he winged his way at his command.

"Take a letter," he said, and his secretary immediately clicked out a communication to Miss Murch of the Belvedere Arms, Belvedere Drive . . . Tonowanda's gift to Hollywood was invited to call for a business chat with Mr. O'Day and the letter caused a mild panic in the Murch apartment. Muriel gave little cries of maidenly delight and Mrs. Murch read the invitation aloud to those who would listen. Muriel donned the dress that had once settled Tonowanda and presently sat in the office of President O'Day.

"Have you ever been in the movies, Miss Murch?"

"No, sir," she replied.

"Are you interested in a motion picture career?"

"Oh, yes, indeed. That is my ambition."

"I think you might do," O'Day said to a kindly way. "You will require training, but would you like to be a star in our studios?"

Miss Murch controlled her excitement and said she would love to.

"Come tomorrow," O'Day directed. "Your salary will be one hundred a week until we find out what you can do."

Muriel departed to inform her mother that Fate had taken charge. . Mr. Gilfillan, waiting gloomily about, learned that a new damsel had been assigned and was astonished as well as alarmed. Shorty heard the news at noon and instantly concluded it was a Gilfillan trick.

"Gil," said O'Day, encountering his star, "I'm going to direct the next picture myself."

"You are?"

"Yes, George Silver has been working hard and needs a rest, and anyhow I've been helping to direct a talking picture. I'd like to try out some new effects and see if we can get better comedy results. Nobody seems to know what to do with dialogue in comedies and I'm going to find out why."

Gil assumed an expressionless which he was far from feeling, for he had worked with George Silver and knew just about what Hollywood would say and forecast the result if O'Day started meddling around a set.

"As regards you and Shorty," the boss continued, "I do wish you'd forget this trouble, at least for the next picture. I happen to need both of you in it."

"All right," conceded the melancholy star. "He can work with me once more and only once more. Just this picture."

Shorty, too, proved malleable. Presidents O'Day found him prowling about the rear lot and made a paternal pipe and the round comedian finally assented. He shook hands with his employer and said he would be glad to do his best.

Mr. John O'Day knew very little about sound effects and cared not to do with microphones in a two-reel comedy, but his studio was filled with persons who could tell him. The Gilfillan voice was considered too high lived for readmission and, to the astonishment of all, O'Day sent for Miss Margie Lewis and informed her she could have a vacation. Miss Lewis had played in half a dozen comedies with Gil and Shorty.

"Am I fired?" queried the young woman pathetically.

"You are not fired," O'Day said. "You are having a lay-off, you deserve it. Go away into the mountains and get some good hooey, and enjoy yourself until further orders."

Turning studio cares over to the long-suffering vice-president, Cosgrain, O'Day stepped into his first talkie and Miss Murch came with shining eyes to see the massacre. Gilfillan periodically led her into the set, while Shorty hovered anxiously to the background, and in the first day's shooting proceeded it was apparent that Muriel would set no rivers afire. She might get by, the sideliners agreed, if given plenty parts, but for great richness of the screen had little to fear from the lily of Tonowanda.

Gil took her to lunch and told her she was doing nicely. Shorty bore her home in his roadster when the day was done and the studio chatted. Vice-president Cosgain, a heavy man with a serious mind, spoke to his partner.

"Where did you get that new girl?" he asked.

"Isn't she good?" O'Day demanded.

"No," said Cosgan, "she isn't. She's pretty bad, if you want my opinion. Margie Lewis is much better."

"You wait and see," O'Day urged, and the vice-president said he probably would.

Work on "The Park" moved slowly, with Gil glaring at Shorty, who maintained a bitter silence. It was Gil's further opinion that John O'Day might have been a good director to times gone by, but that he would have done better to stay safely in his office up in front and let people who know pictures who knew how to make pictures.

The first talking sequence to "The Park" occurred in the grocery store scene, wherein the star, accompanied by Shorty Hamp and two pretty girls, attempted to purchase ice cream cones without sufficient capital. This was tentatively regarded to advance a rather good scene, spotted with amusing action and bright lines written by the former editor of a comic paper in New York. In the grocery store episode Gilfillan naturally had the cream of the action and Shorty expected to speak the lines, but regardless of script and story Director O'Day announced he would make changes.

"Miss Murch," he said, "you'd better stand over here by the counter and ask the grocer how much for the four ice cream cones."

"Wait a minute," Gil interrupted. "This is my scene—I."

"Never mind what the script says. I'm going to switch the action and see how it goes if Miss Murch asks for the cones. Might be very good."

The scene was hot, with Muriel at the counter, where Gilfillan should have been. Gil stood idly in the background and when Shorty later prepared to speak his opening lines, O'Day waved him aside.

"Don't believe I'll need you in this scene, Shorty," he remarked. "Seems to me Miss Murch has a rather nice voice. You try the lines, Muriel."

The young newcomer did so, faltering, of course, but staggering through the scene, having our help all the talk and all the action. Mr. Hamp blinked and leaned against a back wall, realizing that if somebody else spoke his lines, and continued to speak his lines, the sums of money paid him for his microphone gab might be in peril. O'Day was patient and encouraging.

"One for you," said Muriel in her sweet, girlish voice, pointing at the other young lady in the scene, "and one for you," indicating Gilfillan, "and one for me." Shorty was to be deprived of his cone, which was part of the comedy, as he footed the bill.

"Very good," said Director O'Day. "You're catching onto this very nicely, Miss Murch."

"Yes, but this is not the way we were to do it," Gil protested.

"I'm experimenting, Gil. May work better than the other way. You never can tell about talking pictures."

Gil could tell and did tell the electricians and others in a profane outburst. O'Day hurried into the next scene, wherein Miss Murch was given opportunity to do a novel bit with a cigar lighter . . . After three days of relentless inaction and a growing financial fear, Mr. Hamp put aside his love trouble and started to resume speaking relations with the star. He stumbled into Gil's dressing-room, his fat countenance bathed in gloom.

"What do you suppose is going on around this joint?" he asked Gil.

"O'Day is making a monkey of the picture," answered his leader. "The work's be "The Park" when he gets through. It won't be anything at all. He should have let George Silver alone."

This, as it happened, was likewise the opinion of the entire studio from Vice-president Grogan down to the boy who brought in the evening papers. Those who saw and heard the results of O'Day's comedy direction were convinced that the sooner John O'Day sent for George Silver the better it would be for the future of art.

"Where do we get off?" Shorty inquired of a small group. "Muriel has a nice voice for a girl, but why should she have all the dialogue?"

"Search me," Gilfillan growled. "She certainly ain't funny." Gil had ceased taking Miss Murch to lunch, which did not sadden the pride of Tonowanda, for among those in the studio who found her interesting was the mixer, and the mixer, in these days of detonating celluloid, to the gentleman who can make or mar a young woman by fooling with her as she is hitch up to his little electric wigwam amid the rafters . . .

Mr. Hamp was considering a definite faltering in his romantic passion. If Muriel tripped out to lunch with another gentleman, the departure left Shorty unanswered. All the motor cars to Hollywood might linger before her door of an evening. What Shorty realized completely was that a fleetfoot comedy team was being scored into the background, while John O'Day, a director with a passion for excitement, toyed with a new kind of polite comedy in which females seemed to have all the gravy.

"It's not going any further with this," Gil informed his running mate. "O'Day can stick the team, and I'm going to tell him so."

"You and me," said Shorty.

"If this thing he's doing now ever gets out before the public, we're hit hard. We have the future to think of."

"Sure we have," Shorty agreed. "Let's walk in and see him."

The reunited comedians had a hasty lunch, returned to the studio, and notified O'Day's secretary that they desired an audience. The executive received them cordially and urged them to have seats.

"I can say my say standing up," Gil announced, "and it's just this: We're going to quit."

"Who is?"

"Shorty and me. We're done."

"Why?"

"Well, if you keep on, you'll ruin us. When 'The Park' is finished, we're getting out, because we don't want to be in any more female pictures, and you can go ahead experimenting without Shorty and me."

Mr. John O'Day looked surprised and hurt.

"This picture," Shorty interjected, "is going to do us a lot of damage, Mr. O'Day. It makes a degree of sense out of me and Gil. People will blame us and say we're going back."

"You don't think much of my direction?" the boss inquired.

"You may mean well," the star answered frankly, "but you're a terrible director. There are none worse anywhere. Miss Murch is a nice girl, but her comedy is plain silly. Anybody's fool try that. Just ask anybody around the studio."

O'Day glanced at the ceiling, where a spider was having trouble with a fly twice as dressed undisturbed by the volunteer opinion.

"What do you want?" he inquired.

"Well," said the star, "unless you let the Murch girl go, Shorty and I are done. We're good and it won't take us long to make connections, and you know that. On the other hand, if you want to send for George Silver and Margie Lewis, we're willing to start all over on 'The Park' and do it right. We don't want any more females comedy in our stuff."

Mr. O'Day leaned back and scowled at his employees.

"It has apparently reached the point where you gentlemen intend to run the studio for me. Is that it?"

"No, sir," Gil said. "That is not it. But we are certainly going to have a say about our comedies, because that is our living."

"I'm to understand if I don't dismiss Miss Murch, you intend to quit."

(Continued on Next Page)

Motoring Thrills in the Far East

By JOHN NELSON

One misses the flooding lights of swiftly moving automobiles.

KYOTO is a beautiful city, nestling among the trees which adorn the encircling hills. But, looking down its avenue from the hotel verandah at night, one is sensible of something lacking in the picture. It is not until comparisons are set up with cities on this continent that the onlooker becomes aware that he misses the flashing lights of swiftly-moving automobiles. There are comparatively few motors in Eastern cities and their speed is stepped down to that of the traffic among which they move. In the country one looks in vain for the rapid succession of motor cars which distinguishes a Canadian landscape.

But what they lack in numbers they seek to atone for in noise. In Japan cars are blatantly vocal. Autos carry not one horn but two, and they are frequently stopped and examined by the police to insure that they do not lack those two prime necessities. Even two scarcely seem enough.

Conversation in the ordinary taxi is impossible. No human voice can match the strident dominance of the Oriental horn, with its ceaseless clamor for right of way. No amount of protest against it is of the slightest avail. Most of these drivers understand some English, but they are conveniently ignorant when a plea for mercy comes from the foreigner in the back seat. Yet so ineffective is an alarm too often and indiscriminately given that the Japanese pedestrian pays little or no heed to these motor warnings. He walks unconcernedly in the very path of the machine and treats the horn-blowing of its driver with utter indifference. These chauffeurs are usually very courteous persons and, like everyone in Japan, seemingly exhaustless in good nature. No matter how tangled or irritating the traffic jam one looks in vain for a display of temper or a blasphemous word.

There is another excellent reason why motoring in China has not become popular, especially at night. Banditry, which on the seacoast focuses upon the richly-laden ships, has to content itself with more limited activities at inland points. Travel is unsafe excepting under conditions which make for mutual protection.

We were driving out of one of the northern cities of China and were obliged to stop three or four times to make a small payment to a corporal's guard of soldiers. On inquiry from the guide we learned that the road was being patrolled by these soldiers and that the money we paid was not the ordinary poll tax, but a very direct form of import for police protection.

Pint-Size Japanese Cars

RUNNING out of many of the cities of China at the present time are buses, which are supposed to afford the facilities between towns that similar conveyances do in Canada. They are not exactly attractive vehicles, for John Chinaman has a disconcerting way of carrying much of his personal effects with him when he travels. Sometimes it may be a crate of chickens and they are not the most agreeable travelling companions.

But even if one were prepared to accept these, there are other contingencies of travel in Chinese buses which are even less pleasant. Here, again, bandits have a discouraging way of holding up the automobile, winging the driver and "shaking down" the passengers. They generally end the festivities by overturning the bus in the ditch.

The disparity in the average stature of a Japanese and one from a Western country is emphasized if much motoring is undertaken. One or two of the larger automobile manufacturers have branch factories in the Orient and the bodies of the machines they make there are much shorter than those to which Westerners are accustomed.

This diminutive stature seems to be undergoing some change. Some years ago a racial survey made along the Western coast of Canada and the United States demonstrated that the younger generation of Japanese born in California and in British Columbia were of greater height than their parents. This was attributed to more nourishing diet, to better hygiene and to similar influences. It was interesting, therefore, to read an editorial in one of the foremost of the Japanese daily papers a thirdhanded plea for instruction of children in Japan entirely to the use of Western furniture, which is now used freely in schools and in homes. Children no longer "squat" in Japan to the same extent as formerly. The fact that the change is taking place in Japan itself, where there has been no radical change in the food habits of the people, seems to justify this conclusion to some extent.

Motorists in China have one advantage over their fellow travellers in other lands. There are plenty to help if a machine gets into trouble. We got mired in mud one day, but aid was forthcoming in legions. It was hard to determine just where all these people came from. But come they did in shoals and bataldots. They ringed themselves on either side of the road swelling a gesture for help. A few words passed in high falsetto between the guide and the onlookers. Evidently a satisfactory arrangement was reached, for a dozen of them whipped off their sandals, speedily unwrapped the long cloth in which they bind their lower limbs and plunged into the mire. There were enough of them to carry the machine out of the mud hole.

Bad as were the roads in China they were outdone by the trains. The rolling stock of most of the railways on which we travelled had been commandeered by the rebels and had been used as barracks. They bore all the marks that a barracks usually carries. Of especially malodorous memory was the train from Mukden in Manchuria to Peiping. A few years ago this was a good train. It still maintains a fairly faithful schedule, though its running time is slow. Ours was called, by courtesy, a compartment car, with the aisle running down the centre. This meant that only single room berths were available.

Contrast in Trains

WE had been warned to take our own wash basins, towels and soap. We also took our own insect powder. The bed clothing was brought in by the Chinese boy in a large rolled bundle just as it had been removed from the bed the previous night—yes, many previous nights. One dressed to go to bed. The dining-room was not a place to whet the appetite and the sanitary arrangements were vile. It is scarcely fair to criticize the Chinese for the general condition of the railway coaches, for the officials of the road could have no enthusiasm about repairing or renovating a coach which might be seized by some war lord for his own purposes at any time. But no such excuse existed in the case of food, nor in regard to the cleanliness of bed clothing.

Passenger locomotion in Chinese and Japanese streets is in the main carried on by rickshaw. It is not so plebian, either, for some of the wealthy merchants and officials have their own handsome private conveyances and rickshaw men. Of these there are in Peiping alone more than 2,000. The rickshaws themselves are generally owned by companies who rent them to the runners for about twenty cents a day. The tariff for a rickshaw man for a whole day is $1.80. This in gold, at the rate of discount in force when we were there, was sixty-four cents. These men also make better wages than the ordinary workman.

In contrast with the Chinese trains those in Japan are efficiency itself. They are all of narrow gauge, but the roadbed is well ballasted, and the speed and service excellent. Japanese trains depart and arrive on time. Their cupidor facilities are quite unlike anything seen on the American continent. Instead of attached vessels they are sunk at short intervals in the aisle floor, and the guards sweep into these cigar ends, waste paper, etc. The native cigarette is in almost universal use, for there is a tariff of about 350 per cent on imported cigarettes. China's low tariff creates a different condition there and in the fine clubs of Peiping or Shanghai the best foreign brands can be obtained at lower figures than are charged for them in Toronto or in Winnipeg.

The Railway Gauges

A CURIOUS situation exists in the Orient, and especially in the northwest province of China, in regard to the gauges of the various railways. In Manchuria where a struggle for supremacy has long been going on between Japanese, Chinese and Russians, and where there are railway systems operated by all three, transfers of freight as well as passengers have to be made at junction points because the rolling stock of one is not capable of operation on the lines of the others.

The Trans-Siberian Railway, for instance, has a five-foot gauge and the compartments in the coaches on that road are among the most comfortable and certainly the most commodious in the world. The railways of the South Manchurian and Korean Railways, both operated by the Japanese, are, on the other hand, not even the standard gauge of 4 feet 8 1-2 inches, but are 4 feet 4 inches. I was talking to a Japanese gentleman about this disparity, and commenting on the difficulty either nation would have of invading the other's territory over its railway lines, in the event of war. He smiled and remarked, "Well, a narrow gauge railway system could very quickly contract the rails to a broad gauge line, to permit narrow gauge rolling stock to be run over it, but, owing to the shortness of the ties on a narrow gauge line, a broad gauge road could never widen the rails on it sufficiently to permit its wider trucks to travel over the first line." In any debate between Russia and Japan in Manchuria, the condition mentioned would be a factor of importance.

The roads and Japanese railways are in keeping with the excellence of the service in other particulars. Tickets and meals are on a more moderate scale than on lines of this continent, though the menu is perhaps not quite as extensive. The courtesy of the guards is unabated to a fault. It is rather pleasant to have the conductor of the train preface his visits to the passengers in pursuit of fares by an apologetic reference to his mission and the expression of a modest hope that in the performance of a painful but necessary duty he will not unnecessarily disturb or inconvenience those involved. He does not couch it in exactly these words, but they fairly reflect both his manner and the tenor of his remarks.

Although the sleeping coaches of Japan are clean, they are far from comfortable, due to the same reasons which cramp the passenger in Japanese motor cars. Here again the cars have been built for members of a much smaller race than some of those who now try to use them, and it is not unusual for Canadian travelers to abandon all attempts to sleep and to spend the night in the smoking car. In both railway coaches and street cars most of the native women squat in the old cross-legged fashion and bestow their persons in that form on the seat of the coach. The men do not seem to do so to the same extent, but generally divest themselves of their shoes during the journey.

The matter of wooden shoes is still almost universal among Japanese women, and when a train discharges its cargo of humanity, and several hundred hurry toward the station exits, the clatter of wooden shoes on the concrete is riotous. The parade of peddling fruit, tobacco, confections, etc., on station platforms prevails in Japan much as in some countries of Europe. One of the wives of these peddlers puzzled me for days. It was not until I had closely examined one of the baskets in question I found that the principal cry was "wheeeskey," and that the particular brand which he has offered was contained in flasks labeled "Old Scotch Whisky, Made in Tokio."

The motive power on the canals of China is mostly human—two or three men plodding along the towpath with head lines over their shoulders. These tow lines invariably run not from the bow of the scow, but from the top of the foremast which seems to be in all of these scows. On the river and at sea, the almost universal motor power comes from long sweeps, fastened in a movable socket several feet from the smaller end, so that several men can operate it. The river at Shanghai is literally covered with these humble craft on which families live the year round, making the voyage regularly to and from interior points with all kinds of cargo.

So far as freight transport is concerned, Orientals employ such a variety of forms of locomotion and in such unusual and grotesque combinations that it is difficult to convey an idea of the strange association of man and beasts seen on every hand.

At Nara I met a coolie toiling up a grade drawing a two-wheeled cart burdened with an enormous load. Harnessed with him was his dog. The man, judging by his merry smile, was thoroughly happy; nor was the dog less pleased or eager, for though his tongue was hanging out, he barked impatiently and tugged at his traces, anxious to get ahead. He was more pulling than willing. Horses, oxen, humans and donkeys are all found harnessed in the most grotesque associations. In Japan a horse is always led—never or seldom driven or ridden. We saw mules seen in China. No reference to the burden carriers of China should ignore those twin beasts of burden immeasurably associated with the East—the donkey and the camel. The donkey is often laden, pannier style, with great bulky loads under which all that remains visible of the animal is his tiny legs. Frequently the Chinese owner mounts to the hurricane deck of all this, completing a load that threatens to crush the patient little animal hidden below it.

The camel is less popular excepting for those long journeys across arid territory for which nature has so singularly equipped him. The fascination of these camel trains from the Gobi desert and the hills, as they lurched through the narrow streets of cities like Peiping and Mukden, never palled. Their progress was always slow. They are said to be incapable of carrying a load of more than 500 pounds. They are ungainly and unsouth in gait and appearance. Yet one never heard the tinkle of the bells of the camel trains without hurrying out to see something so exotic, so romantically Oriental, so much a part of that strange, odorous, drab, yet curiously alluring atmosphere that we call the East.

Of course, the Chinese is himself the greatest of all beasts of burden. In the narrow streets of Peiping I noticed a coolie with a bundle of charcoal on his back. I asked the guide where he came from. He replied that he had come from the west mountains thirty-five miles away; that he had made the journey down in a day and would return in another day; and that he would sell his back-load of charcoal for $2, or in gold about eighty cents.

Shrines of Britain's Glory

By CHARLES CONWAY

Hyde Park

HYDE Park, which is Old London's most famous recreation ground, covers an area of almost 400 acres, and is situated in the heart of the fashionable section of the metropolis commonly known as the West End. The land originally formed part of the ancient Manor of Hyde, from which the park derives its name, and which for several centuries prior to the Reformation was owned by the abbots of Westminster. At the time of the dissolution of the monasteries the property was seized by Henry VIII, who enclosed the land and used it as a deer park in connection with his hunting ground, which extended from St. James' Palace to the northern heights of London.

It is not known when the public was first permitted to use the park, but the great show of carriages to be seen there was mentioned by Ben Jonson in the early days of the Stuarts, and in the reign of Charles I it was much frequented by the king and his court. On the outbreak of the great Civil War the park was used as a camping ground by the Parliamentary army, and at the conclusion of the conflict the Commonwealth Government sold the property, but soon after the restoration of the monarchy the land was taken away from its unlucky purchasers, and the park then became the fashionable and popular resort it has ever since remained.

During the reign of Charles II all London gathered around the Ring, a circular driveway which was laid out by the Merry Monarch, for the purpose of seeing the king and his courtiers riding and driving and to witness the horse racing and other sports which took place there. Numerous references to the Ring are to be found in the books of the Stuart writers. Samuel Pepys tells us in his diary how gratified he was to find that his pretty wife attracted so much attention when he took her driving around the Ring, while his friend and contemporary, John Evelyn, who liked to "take the aire in Hide Park," was much annoyed at being compelled to pay the sum of one shilling and sixpence for the privilege.

Meeting Place for Duelists

IN the early eighteenth century the park became a popular meeting place for duelists, and it was the scene of many fatal encounters, the most famous of which was the one immortalized by Thackeray in his story of "Henry Esmond," namely, the meeting in 1712 between the Duke of Hamilton and Lord Mohun, in which both the principals received mortal wounds. Mohun was a notorious rake, gambler and duellist, and was twice acquitted before his peers of the charge of murder, but on each occasion was acquitted. His first trial was in connection with the slaying of an actor named William Mountford, who was killed while frustrating the attempt of Mohun's friends to abduct Mrs. Bracegirdle, the most famous actress of her day.

Part of the western section of the park enclosed by George II to form a garden for Kensington Palace, but his wife, Queen Caroline, was responsible for the construction of one of the great attractions of Hyde Park, namely, the Serpentine, a winding lake of more than fifty acres in area. The king, ostensibly assented to the making of the lake, for he thought that the queen was paying for the work out of her own private purse, and it was not until after her death that he discovered that she had, with the connivance of Sir Robert Walpole, his Prime Minister, let him in for a debt of more than £20,000 in connection with the work.

The Serpentine was formed by connecting a series of small ponds, one of which had provided Westminster Abbey with its water supply for several centuries. It was in the Serpentine that Harriet Westbrook, the first wife of Percy Shelley, the poet, drowned herself in 1812. The Serpentine Swimming Club consists of a number of enthusiasts who bathe in the lake in the early hours of the morning, both Summer and Winter, and every Christmas Day there is a reunion of old members from all parts of the country, many more than three score and ten years in age, who frequently have to break through a coating of ice to secure their dip.

Demonstrations Permitted

PUBLIC demonstrations are permitted to use a section of the park for mass meetings, and this spot is often invaded by a great procession of reformers or Salvationists accompanied by brass bands and innumerable banners. During the Reform Riots of 1866 half a mile of the park railings were pushed down by the tremendous crowd which the police were endeavouring to prevent from entering the park, and more than 200 constables were injured in the struggle. At the time of the railway strike in 1919, 20,000 automobiles were assembled in the park to maintain London's milk supply, and during the memorable general strike of 1926 the park became the parking station of the innumerable vehicles requisitioned to save the metropolis from starvation.

The name of Rotten Row, the famous driveway through the park, is derived from the French words, Le Route du Roi, the road of the king, it being originally constructed for the convenience of King William III in riding between Kensington Palace and London.

Words and Pictures

(Continued from Preceding Page)

"Exactly. It is self-protection, and not that we hold anything against the young lady. Matter of fact, she's a nice little kid."

O'Day reflected.

"I'll let you know tomorrow at ten o'clock," he said soberly. "This is something that must be talked over with Grogan."

When the comedians strode away, John O'Day lighted a cigar and grinned. Vice-president Grogan came in a few moments later, having a worried look and an armful of documents.

"John," he began, "this Park picture of yours is going to be pretty terrible, isn't it? It's going . . . Why don't you be sensible and send for George Silver?"

"I believe I shall do that very thing," O'Day chuckled.

"I'd have George start 'The Park' all over, and I wouldn't feature Miss Murfit girl at all. I'd put Margie Lewis back where she belongs. Chances are if you keep on going, you'll have something can't release."

"Well, who said I wanted to release it?" demanded the studio head, and once again he chuckled softly.

Later in the day, Miss Muriel Murch was called to the front office, and O'Day spoke to her in a kindly way.

"You're going to be all right in motion pictures, Miss Murch," he said. "You I believe you will have a better chance in romantic parts. Comedy is pretty tough. So after thinking it over I'm getting you a place with the Murray Films. They have a nice studio and you'll like it."

"I'm not to work here any longer?" asked the beginner faintly.

"Mr. Murray wants to see you, and I told him that much as I disliked losing you, I would let you go . . . The chances for rapid advancement are better with Murray than they would be here, so you can see I am really doing you a favor."

"Thank you, Mr. O'Day. You have been very kind to me."

Muriel telephoned her mother that another studio was after her and at ten o'clock the following day Mr. Gilfillan and Mr. Hamp appeared to get their answer. Both were stern.

"Ordinarily," President O'Day said, "I do not permit studio employees to dictate to me, because, after all, I am supposed to run this business. When I no longer can run it right, they'll probably get a man who can. But in the interests of harmony, I shall let you have your way in regard to Miss Muriel Murch. She is going to another studio."

"When?" Gil asked.

"Today. Further, I have decided to confine my own activities to the business end of the studio from now on. George Silver is coming back to direct and is bringing Margie Lewis with him. Work on 'The Park' starts all over . . . Is that satisfactory?"

"Certainly is," said the star. "We want to thank you. We never did mean to make any trouble."

"I am sure that," said O'Day calmly, and the comedians walked out into the morning sunshine, their countenances wreathed with triumphant grins.

He can't monkey with the Oil and Shorty Comedies," chuckled the tall one, glancing down at his lieutenant.

"Him or nobody else," Shorty growled. "We know what we're doing."

In the presidential office Mr. O'Day summoned his secretary.

"Take a letter," he said—and business resumed as usual.

Clothes May Be Made Mothproof

CHEMICAL compounds designed to make clothing mothproof—so utterly unpalatable by hungry moths that they must starve to death—are now promised to take the place of strong-smelling moth balls, tar, cedar and other familiar substances. Experiments in moth-proofing fabrics that woolen fabrics may in the future be made permanently moth-proof.

When hatched on the fabric of a garment, the larvae hide themselves and feed in the pockets, cuffs and folds. It is, therefore, extremely difficult to detect larvae in time to prevent damage.

The new moth-proofing compounds are applied to the fabric in liquid form. This treatment is so devised that chemicals incorporated with the fibres will continue their activity after the liquid is removed and the fibres become dry.

There is nothing in this treatment to warn and repel moths from the treated fabric. The larvae must actually try to feed upon the fibres to discover that the food is unusable. They stop eating and eventually starve to death.

Other Monte Carlos Sought

By LADY DRUMMOND-HAY

BRAY, near Dublin, aspires to be an Irish "Monte Carlo." Permission of the Dail is being sought to establish a casino there by a group of enterprising financiers, who, according to report, are prepared to spend some £60,000 on the development of the little town.

Wiesbaden has almost simultaneously, ambitions to become the German "Monte Carlo." The city is in financial difficulties. Tourists and the rich pre-war society have been neglecting the resort since the occupation. The mayor put forward plans for a casino and gambling halls, taxation of which, he declared, would help both the city and national exchequer. He sees Wiesbaden as a rival to famous Zeppet, near Danzig, the picturesque "Monte Carlo of the North," patronized by Scandinavians, rugged inhabitants of the Baltic States, Finns, Esksimos, Lapps and reindeer megnates of the snowlands.

To acclaim any resort a "Monte Carlo" invests it with a certain glamor and lure, no matter how fleeting. I remember the thrill of anticipation preceding the opening of the Villda Palace in Constantinople as a casino, when I was there at the time. Hailed as the "Monte Carlo" of the Near East, it seemed romance on account of old associations, opened in state by the Minister of the Interior. Yildiz casino lasted one year only. The ruin of many Turks at the tables was given as reason for the closing, but it is alleged that in reality the rich tourists did not roll up in sufficient numbers.

"Monte Carlos" are many in name, but few in fact. One of the most worthy aspirants to that fame is colorful Macao, the "Monte Carlo" of the Orient. Macao was given by the Chinese to the Portuguese in 1751. Generations of intermarriage between Portuguese and Chinese has produced the Macanese—the world's greatest gambler. Macao is a corner of old world Latin Europe complete with venerable churches, dropped in the hottest part of China. There are three different lotteries in Macao, one Fan Tan Chip Fin, with drawings three times a day; the San Pin, with drawings once a week, and the Po Pin, which is drawn every fifth day. Fan tan is the universal gambling game. The Macao Government enclosure benefits heavily from the monopoly granted to the fan tan syndicate.

Gaming receipts of the real Monte Carlo in Monaco for the year 1929-30 were £1,909,000 which is an increase of £9,000 over the previous year.

Sound Cure Suggested For Insomnia

AS no physical ill is more prevalent among city dwellers than insomnia, so no greater boon for the multitude could be given them than a means of obtaining nightly rest in sleep. The torture endured nightly by the many because of the city's roar of traffic and the physical breakdowns that are sure to follow, owe their origin to the sleep deprivation of the capacity to fall into natural sleep.

As a result of experiments in the vibrations of sound, Professor Walter Muller, of Paris, according to The Chronique Medicale, discovered the sedative effects of sounding a diapason, and that it produces within about three hours the sound continued not only a somnolence, but in a short time they would be overcome by sleep. Professor Muller himself testifies that while looking on at his assistant's experiments he could not struggle against the influence of sleep. As the sonorous waves of sound, as they are repeated, possess an agreeable influence, it appears that patients quite unaware of the soporific influence of the vibrations of their curative power have also declared themselves cured after treatment of severe headaches of several hours' standing.

From a medical point of view it has been found that the nervous system is acted upon in this vibratory treatment so favorably that the circulation receives immediate benefit. Both the quality and character of the sounds that possess these curative powers have been ascertained by experiment, whether amplified or not by the addition of a sounding case. They frequently produce a diminution, or rather a total relief, from a headache, in the head, and sometimes put an end to severe headaches. If the treatment is prolonged, an agreeable somnolence may follow which can be developed into sound and refreshing sleep.

Six minutes is all it takes for a refrigerating machine to make ice, according to its German inventor. A "cold water mixture" made according to a given formula surrounds a container holding water. The cover is screwed on, the apparatus is shaken lightly, and they let stand six minutes.

A Prudent Man

'A Perfect Alibi—With But a Single Flaw

By BEN AMES WILLIAMS
Illustrated by W. O. Roberts

DOCTOR Strout was one of those large, ponderous men whose very bulk imposes on them a certain physical deliberation, but this disability did not hinder the shrewd workings of his contemplative mind. He had a philosophic interest in the lives of those about him; he watched the activities of this individual or that one with an interest as impersonal and at the same time as keen as that which the scientist displays towards the minute organisms under his microscope. Yet he was not himself immune to emotions, and for all his philosophy he was irksly full of irritation.

He was in a mood of almost perpetual resentment. He resented the fact that there were few birds in the covers he and Tim Tasker had traversed during the morning; and also he resented Tim. He had known this man for years. Tim was a lean, hard individual with a quality of sardonic and derisive humor, and an unscrupulous disregard for the rights of others.

Dr. Strout had felt for years that Tim was riding for a fall; that some day his luck would turn; that after a certain time the calm laws which rule the universe would give Tim's case brief but sufficient attention. The fact that Tim went on his way unscathed worked in Dr. Strout today a riding irritation; it was like a personal affront. It was time, he thought resentfully, that something happen to Tim.

And also Dr. Strout had another irritation. The car had been acting badly all morning.

"It's my own carelessness!" he confessed to Tim. A week or two before, he explained, he had undertaken to fill some small cuts on the tires with a patented preparation which could be applied in the plastic state, and which hardened thereafter into something near the texture of the tires themselves.

"You have to moisten it with gasoline," he reminded the older man. "And I accidentally dropped a ball of the stuff into the gas tank. Now it's working through and gumming up the carburetor."

And he added: "What a lot of trouble a man can avoid by being careful!"

Tim grinned in a cynical amusement. "I don't know," he objected. "Old Eph Curd is careful, but it don't get him anywhere!"

"Eph Curd?" Dr. Strout echoed.

"It's his farm we're headed for," Tim explained. "It's a good cover, but generally I stay off his land. Eph and me don't get along."

He directed the other to turn into a side road, deep with sand.

"This house is up the main road, but his farm runs down this way. We'll hit the lower end of it, after we've at our lunch."

"What's the matter between you and him?" Dr. Strout persisted.

"Well," Tim explained, "it's a long story, you might say. We're first cousins, on my father's side. Gramp Tasker lives with me; and that grids Eph. Gramp's got money put away, and Eph and me, we're next of kin, so we'll split it when Gramp dies, unless the old man gets so he can make a will that'd stand in court. That's what Eph's afraid of; afraid Gramp will make a will. Gramp used to live with Eph, and he figured he had the inside track. It pleased him when Gramp come to live with me."

He remarked that there was a spring just below the road here, and Dr. Strout stopped the car and they alighted and rummaged their lunch from under the rear seat. Above the road ran a strong wire fence, and on the other side of this fence an open glade extended two or three hundred yards between scrub oak.

"That's Eph's pasture," Tim remarked, indicating this glade; and when they had descended to the spring and spread the pocket of sandwiches, he spoke of this Ephraim Curd again.

"Eph don't love a nickel any better than he does his right eye," he explained. "That's why he hates the thought of me getting anything of Gramp's. It looks like plumb waste to him. He know's I'd spend it; and his idea would be to bury it in a sock under his cellar floor.

"Eph never was one for banks," he added jocosely. "He always keeps his money handy. A man walked into his house one night with a mask on and tied Eph up and got away with three hundred dollars that Eph had hid in the sugar bowl. That near killed Eph.

"I told him it come of his being too careful. It was always that way with him. He was walking out with a girl once, but he put off asking her to marry him, because he wanted to wait till her pa died. Her pa had money, and Eph figured she'd get it. But Joe Dale come along and married her while Eph was still waiting, and then she haired over twelve thousand dollars. Eph never has got married."

Doctor Strout eyed Tim speculatively. "Who was it stole his money?" he asked, and Tim grinned.

"Why, you know, they never did find out," he drawled in a tone of affected sympathy. "They couldn't figure out how anybody could have known where the money was hid. Gramp was living with Eph then, and I've been up to supper the night before. Helped myself to sugar right out of that bowl. . . . If I'd dug the spoon in deep enough, I'd have felt the money."

He wagged his head and winked at the older man.

"But that's the way things go for Eph. The carefuller he is, the worse it turns out."

Doctor Strout nodded, his eyes thoughtful. Tim swam for years here made Eph's life a torment. The doctor, knowing Tim, could guess what malicious satisfaction he would find in badgering Eph, and peering at his mishaps, and thwarting his desires.

He began to fill his pipe, and Tim got to his feet.

"Ready?" he asked.

The doctor nodded his agreement.

The pasture fence was steel and high. Tim crawled under it, then held up the lowest strand of wire while Doctor Strout manoeuvered his more rotund form under the obstruction. Tim's setter coursed ahead of them.

"That's quite a fence," Doctor Strout commented. "Your friend Eph must have some jumping cows."

Tim grinned. "He's that careful," he insisted, "he wouldn't take any chances of a cow's getting out."

In spite of Tim's explanation, there was something about that high fence which still puzzled Doctor Strout; but when they had gone perhaps a hundred yards up the glade he passed on lines a certain physical deliberation, but this disability did not hinder the shrewd workings of his contemplative mind. He had a philosophic interest in the lives of those about him; he watched the activities of this individual or that one with an interest as impersonal and at the same time as keen as that which the scientist displays towards the minute organisms under his microscope. Yet he was not himself immune to emotions, and for all his philosophy he was irksly full of irritation.

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Tim's gun roared. The bull stumbled and went down.

below; and with his forefoot he flung dirt and sand between his hind legs.

"He won't paw us," Tim insisted; and he urged: "Come on!"

But the doctor still hesitated.

"You might outrun him; but I'm no dash man, Tim."

"I'll be comes at us, I'll take care of him," Tim promised.

The bull snorted at them again; and Doctor Strout wiped his brow. "I don't know," he insisted.

In Tim shouted at the bull and waved an arm, to drive it away. But instead of retreating at this movement, the creature began to gallop in their direction.

The fat doctor, for all his philosophy, turned and ran toward the fence a hundred yards away, looking over his shoulder as he did so. Tim, he saw, had not moved; and the doctor called to him some gasping word. Then he saw Tim's gun raised, and as the ball came within a half-dozen feet of where Tim stood, the run reared. The bull stumbled, and Tim sidled to one side, out of its path, and fired again.

The bull went down.

Doctor Strout stopped in full flight, his terror faded, gave way to a reaction that was almost disappointment. This Tim Tasker was immortal, then. If that were true, there was no justice in the world. The doctor returned slowly towards where Tim stood.

"I told you he wouldn't hurt us none," said Tim, and he grinned.

"You had no right to kill him," Doctor Strout reminded the other. "There'll be trouble out of this."

"Oh, I guess not," Tim drawled.

The older man stared at the animal.

"This must be Eph Curd's bull," he said. "He'll make a fine row."

"I'll fix it," Tim promised, with the arrogant confidence which was never shaken. "We'll step by the house on the way out."

Doctor Strout hesitated. "I'm not going to gun his farm, after killing his bull," he decided. "Let's go up to the house now."

Tim was scornful of such caution; but in the end the doctor's insistence overbore him. He grudgingly turned back toward the car.

They would have to return to the main road, Tim explained; it was a matter of a mile or more in the farmhouse where Ephraim Curd lived. But when Doctor Strout tried to start the car, it remained obstinately silent.

"I'll have to dismantle the carburetor, Tim," he said.

So Tim said he would go up to the house alone and talk to Eph; and when the other agreed, Tim bade the setter get into the car and stay there. The dog obeyed, and Tim departed.

Dr. Strout, left alone, began his struggle with the carburetor; and while he waited he wondered how Tim would manage to appease his cousin of his, this Ephraim Curd, this greedy, prudent man. Somehow, no doubt, the thing would be done. Tim, in all his undertakings, had worn success so long.

Tim slanted through the woods toward the high road; he reached it and pursued his way along it toward the farm.

Ephraim, when Tim came into the barnyard, was not in sight; but there was a horse and wagon here. This was a closed wagon with the name Zwicker painted on it, and the word "Fish." Tim knew Zwicker.

He found his cousin and this fish peddler, this Zwicker, out behind the barn. Ephraim

He saw the quick twitching muscle in Ephraim's cheek. Then he spoke again:

"Birds are scarce, most places, Eph. I thought I'd try them over here, but I didn't said to gun on your farm without you said I could." There was a mocking deference in his tones.

Behind Ephraim Curd's lowering eyes a quick thought flickered furtively. He hesitated, said at last: "Go ahead if you want!"

"I used to gun down in your pasture," Tim suggested.

Ephraim nodded; and then his lids narrowed cautiously. He had remembered that Zwicker was listening. The farmer licked his lips, and there was sweat upon his brow.

"Don't you go in there," he said at last, reluctantly. "I've got a bull in there." And he looked at the fish dealer to be sure the man had heard.

"Won't hurt me, will he?" Tim protested, in scornful tone.

"He's ugly!" Curd declared.

"Shucks," Tim insisted. "Guess he won't hurt me!"

"Well, I warned ye," said Curd, and looked at Zwicker.

Tim protested childishly: "Why, I wouldn't think you'd keep a bad bull, Eph. He might hurt someone. Why don't you get rid of him, if he's ugly?"

"Get rid of him?" Ephraim echoed. "How'm I going to? I can't get near him."

"Why, beat him," Tim advised.

"I been trying to tole him into the barn for six weeks," the other man avowed. "But that bull acts like he knowed what I meant to do."

"Shucks," Tim urged. "Take your gun and go down there and shoot him."

"I'm not fooling with that bull," Ephraim protested.

"Get somebody to do it for you."

"There ain't anybody anxious to tackle him," said Curd guardedly. His eyes were gleaming. He knew Tim; knew the other's reckless audacity.

"Want him killed, do you?" Tim challenged. "I told you, didn't I?" Eph reiterated.

"Well, I'll kill him for you," said Tim in the most casual of tones.

Old Eph licked his lips. "You aim to talk to death?" he asked.

Tim grinned; and he turned away as though to start at once on this enterprise. Eph snatched him go a few paces, staring after the other man, an ugly triumph in his eyes. Then he remembered Zwicker; and upon that memory he called after Tim, checked him, offered valuable protest at the other's plan.

He was eager that the bull should be killed; yes. But to attempt it with bird shot was a reckless procedure, sure to lead to dire consequences. That bull was as shrewd as a cat and as quick. Deadly dangerous. Eph spoke warmly, his eyes flickering from Tim to Zwicker; but Tim grinned, and decided the old man's fears, and Eph, satisfied at last that he had said enough, permitted him to go on down the slope toward the distant pasture.

He returned to Zwicker, still protesting. The bull, he predicted, would kill Tim, sure as sure. Zwicker was uneasy. There were so many undercurrents here. He agreed with Eph that Tim was reckless to the point of self-destruction, but he himself must get on to town. He went to get him team.

Eph stayed where he was, leaning on the handle of his pickaxe, by the manure pit there behind the barn. Presently he heard wheels, and turned and saw Zwicker departing along the lane.

Then suddenly Eph's eyes gleamed dark with some determination, and he set off after Tim. Perhaps simply because he forgot to lay it down, he carried the pickaxe in his hand; and he went hurriedly.

Tim did not look around, did not perceive that he was followed; but as he reached the pasture fence, Curd called to him.

"Hi, Tim!" he shouted. "Wait a minute! I'll come along with you!"

Tim had no notion of letting Ephraim come along with him. That would prove too much of a complication. After he had climbed through the fence he stood, waiting, thinking of ways to dispense with Ephraim's company.

So Eph overtook him there. They were in a dip of land, hidden from the house and from the road, remote from any view.

Doctor Strout laboriously unbolted the carburetor, cleaned it thoroughly, and proceeded to fix it in its place again. He worked steadily and was so absorbed in his task that he did not see—till the other was almost at his side—the man who came soundlessly along the sandy road.

The newcomer nodded. He wore hunting pants and high shoes, but carried no gun.

"Trying the birds?" he asked.

"Yes," Doctor Strout agreed.

"My name's Kitchen," the man explained. "Came western. Got your licence, have you?"

"Sure," the doctor assented. "In my hunting coat." He stepped to the side of the car to get it.

The warden looked away up that open glade

Eph's eyes gleamed with dark determination, and he set off after Tim, the pickaxe in his hand.

in Ephraim Curd's pasture Doctor Strout fumbled in the pocket, but the licence was not there.

"Say," he exclaimed, "I haven't got it with me, at that, Warden."

"What's that lying in the field?" Kitchen asked curiously; and Doctor Strout remembered the bull. He tried to think as rapidly as possible, but he had a certain satisfaction in the perception that Tim Tasker had come to grief at last. There was, he decided, nothing for it but to tell the truth.

"It's a bull," he explained. "Tim and I started up through there and the bull charged us. Tim had to shoot it."

"Shot Eph Curd's," the other man commented.

"Tim has gone to fix it with him," Doctor Strout explained.

Kitchen grinned. "There'll be some firworks before Tim gets this all explained to Eph," he remarked. "Let's go up to the house. If Tim knows you, I guess it's all right about the licence, long as you've got one."

"Oh, I've got one," Doctor Strout repeated.

They stiffened suddenly to attention; somewhere upwind, half a mile or more away, two shots had sounded. But after a moment the doctor said:

"That's Tim, I guess, on his way back down here. He must have struck birds."

"Likely," the warden agreed. "I'll wait here till he comes, then."

So Doctor Strout proceeded with his repairs upon the car. This was taking longer than he had expected. It was a quarter of an hour or more before he was done.

But even then Tim had not returned. They waited a little longer, uncertainly debating what to do. The skies were darker, and at last Kitchen said:

"I've got to move along. Let's drive up to the house."

The doctor agreed, and cranked the car. Kitchen rode with him as far as the highway; then he shifted to his own machine and followed Doctor Strout up the road. After half a mile or so they turned into the farmyard.

As they alighted from their cars, two or three crows on silent wing came low over the top of the barn, and Doctor Strout caught his gun out of the car and slipped in a shell hoping for a shot at them; but he was too late. He was about to put the gun back in the car when Ephraim Curd came out of the kitchen door. The man's dark face was gleaming with some strange excitement, and he stared at them uncertainly. Doctor Strout forgot his gun. It was still under his arm when he followed the warden toward the farmer.

"Hello, Eph," Kitchen remarked.

Curd nodded; and the warden asked casually:

"Tim Tasker been here, has he?"

Eph's cheek twitched. "Yes, he's been here," he said at last. His eyes were flickering, but his tone had that in it which for a moment silenced them. Kitchen thought this emotion that was so evident in the man was wrath over the death of his bull, and he looked around at Doctor Strout and winked understandingly.

"Gone, has he?" he persisted.

The farmer swallowed hard. Doctor Strout began to fill his pipe, the gun under his arm; and then Ephraim said in a strangling voice:

"He went down the pasture, and my bull killed him."

There was a ringing silence. Doctor Strout found that he had dropped his pouch, spilled his tobacco. He stooped, automatically, to recover as much of it as could be salvaged. The sun hindered him, and the warden said casually:

"Here! I'll hold your gun while you scrape that up."

And he took the weapon, and turned back to Ephraim Curd again, the gun in his hand.

"What's that, Eph?" he protested. "You say the bull killed Tim?"

Doctor Strout stood erect again. His hands, he saw were quite steady now. Old Ephraim Curd was explaining: "I just telephoned to town."

"Say," Kitchen protested, "you're dreaming, Eph! We heard Tim shoot, up this way, half an hour ago."

The farmer repeated carefully: "I telephoned to town, right off."

And he went on:

"I was working, fixing my manure pit, out behind the barn. Zwicker, the fish man, was there talking to me; and Tim came along, and he wanted to shoot on my land."

"I thought you and Tim didn't get along," Kitchen suggested.

"We've had words," Ephraim admitted. I never did like a hair of Tim's head, but I wouldn't have wished him on him."

And he pursued: "He wanted to gun my place, and I told him he couldn't; and I told him to keep out of the pasture. Zwicker, he heard me."

"Oh, Zwicker heard you?" Kitchen commented.

"So Tim wanted to know why," Ephraim carefully explained. "And I told him that bull was ugly. Zwicker'll tell you the same!"

"Yeah!" the warden echoed.

"So Tim said he d go down and kill the bull, if I wanted it killed," the farmer continued. In that slow, ponderous tone. "I tried to argy him out of it, but you know the way Tim was. He started down to the pasture. Zwicker saw him go. I stayed there by the manure pit, waiting."

"You didn't go along down with Tim?" the warden asked.

"I didn't want any truck with that bull," said Ephraim.

"So he went to the pasture alone?"

"And by and by I heard the bull bellow," Ephraim recited. The day was cold, but there were beads upon his brow. "I heard the old bull bellow." Eph repeated. "And then I heard two shots. The shots you heard, Doc. And I heard the bull bellow some more after the shots."

He hesitated, choosing his words.

"So I knew something must have happened," he explained. "And I went down over the hill. When I come in sight of the pasture, I see the bull going off through the scrub."

"Oh, you saw him, did you?" Kitchen remarked.

"Going off into the brush," Eph repeated. "And I went down, and when I got to the fence, there was Tim.

"He was kind of hanging in the fence," he said. "His gun was back in the pasture a couple of rod, like he dropped it when he was running for the fence. And it looked like the bull had caught him just when he was trying to climb through. Got him in the back with one of his horns.

"Tim can see the bull's tracks all around there. He was up there this morning, too."

"Oh, he was up there today, eh?" Kitchen remarked.

Eph went on volubly: "So after I found him I come right back up here and telephoned."

"But you had told him not to go in the pasture?"

"Yes, sir," Ephraim insisted. "Zwicker heard me."

"You're a right careful man," the game warden commented. "But—things go wrong for you, quite a lot, spite of your carefulness, don't they, Eph?"

"Well, they went wrong for Tim, this time," said Ephraim Curd. He could not quite keep the satisfaction out of his tones.

The warden nodded. He hesitated, and he looked at Dr. Strout; but the doctor was content to leave this matter in the other's hands. So Kitchen said:

"Let's go down there and fetch him up to the house."

"Best leave him till they come from town," Ephraim urged.

"Well, we'll go down anyway," the warden insisted, and he added, "We might see if we can find the bull."

The farmer protested that he had no desire to seek this murderous creature; nevertheless, they started through the barn. But at the farther door, by the manure pit, Doctor Strout announced that he would stay behind. He had no morbid curiosity to see the shattering deed; on the countenance of Ephraim Curd when Kitchen should lead him to the body of the dead bull, it was the machinery of this drama, not its conclusion, that absorbed his reflections now.

He remarked that the wind was northeast. If it held in that quarter there would be colder weather, and rain or snow. This was as certain as the other natural laws that rule the universe; and the doctor, considering the matter, was conscious of a great peace in this reflection, as though a puzzle which had long bewildered him were solved. The workings of the law might be slow, but they were sure.

For a while his eyes were dim with thought; but by and by his glance fastened in singular fascination on a pickaxe, old and worn, lying by the edge of the manure pit. The shape of its worn and rounded points was, he thought, very much that of the dead bull's long, keen horns.

Unknown Regions of the Earth Still Exist

WHEN old ladies cross Africa in laxicabs and airplanes fly over the Arabian desert it sounds like nonsense, does it not, to talk of unknown lands. Yet these still exist. There are places near door to old civilizations which remain almost unexplored.

Arabia still contains mysteries. That vast wilderness of half a million square miles which the Arabs (remember call Rubs-el-Khali, or "Dwelling of the Void," is still unmapped. Yet this country is believed to have been one of the birthplaces of the human race. Who can guess what buried cities lie here, or what romantic stories of the past may be laid bare?

Cuba was one of the first of the American islands to be covered by Europeans. Yet here is a large block of land which is unsurveyed and almost unexplored. It reaches from Santiago de Cuba as far west as Cape Cruz, and is a maze of lofty mountains.

Much of the country is limestone, honeycombed with tremendous caves, where it is probable that very interesting discoveries may be made. It is known that the Indians hid in these caves from the cruelties of the Spanish masters.

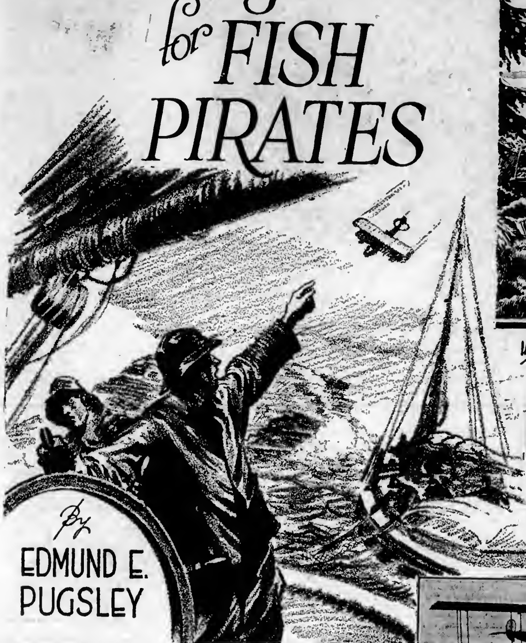
A spur of the Andes runs up into the northeast corner of Colombia, just where it borders on Venezuela. Passengers in luxurious steamers look up at and admire these tiger-like mountains.

Yet they are probably unaware that there is a region which has never been explored by white men, and is still inhabited by Indians as savage as they were three centuries ago. The country is a maze of peaks and chasms, and the natural difficulties are great, apart from the danger of hostile natives.

Traveling farther south, the vast Amazon basin is still almost unknown. Traders travel up and down the mass of waterways, but rarely venture a mile back from the banks.

The same is true of the rivers of the great Brazilian province of Matto Grosso, while the region east from the Xingu River, in Bahia, mostly high, dry desert, remains to be explored.

Patroling the Pacific for FISH PIRATES



By EDMUND E. PUGSLEY

"FIVE hundred dollars fine or six months imprisonment!"

These few words, or words of similar meaning, pass coolly from the lips of the district judge in the lone courtroom on Queen Charlotte Islands or at Quathiaski Cove in the Far North Coast waters of British Columbia. The evidence for conviction has been clear and indisputable, for it came, veritably, from the heavens, and dropping like a bolt from the sky the victims were left no time to retreat or to destroy incriminating material.

If aviation had done nothing else it has justified its existence in the fishing industry alone on the British Columbia Coast, for piracy and regulation evasion has already been reduced from what was alarming proportions but three years ago to almost nil today. There is little possibility of the escape of offenders. A fishing boat may feel ever so secure in some snug little cove poaching in forbidden area or using prohibited nets when suddenly, like a great hawk swooping down on defenceless chickens, the sky patrol drops over the mountain, circles and dives, to taxi alongside the offending craft and in another minute the crew is under arrest.

Half a million miles in eight years constant service between Victoria, B.C., and Seattle, with up to half a ton of mail each trip, is the enviable record of this plane which outwore eight motors.

There is no argument. The flying boat, a chartered craft of the Western Canada Airways Limited, manned by pilot and mechanic, acts under sworn licence of the Dominion Fisheries Department, the pilot being for the period of patrol a sworn officer. If, as has happened on one or two rare occasions, the victim in his rage threatens the patrol crew or resists arrest, their craft and equipment are subject to immediate seizure and forfeiture.

Three Flying Boats Operate

IN the service the Western Canada Airways have usually three flying boats of the Boeing B.I.E. type operating from six bases: Prince Rupert, Alert Bay, Quathiaski Cove, Queen Charlotte Island, Beaver Cove and Swanson Bay. With adverse weather conditions of major proportions, at times rains being so terrific that the edges of the propellers were chipped off and weakened to the point of replacement, yet these Wasp powered craft maintained a continuous service and have established beyond doubt that this method of fisheries patrol has definitely displaced the former water craft.

And this is but one of the services that this and other air organizations are rendering in reducing points of contact from the former periods of weeks and months to but a few hours. Forest patrols have prevented conflagrations of inestimable proportions and emergency voyages have saved lives and property, pushing back the frontier and fetching the back of beyond to the back door of the coast metropolis.

One morning last Autumn a mining engineer had ventured away from camp near Burns Lake, some 600 miles northeast from Vancouver, and, unarmed, encountered a huge grizzly bear. On the instant he did the first thing that entered his head—he dropped to the ground and simulated death. But the grizzly was one of the Missouri type and required further proof. For some minutes he clawed and mauled the helpless human victim until finally he had reduced him to a very realistic state of inactivity at least. When the man later recovered his senses and found the bear had departed he commenced a long and painful crawl back to his camp, where his comrades found that he had been horribly lacerated. They hurriedly placed him in a power boat and rushed him to the settlement at the other end of the lake, but danger from blood-poisoning left but one alternative. He must be given immediate medical and hospital treatment if his life was to be saved.

Pushing Back Grim Frontiers

DOWN in Vancouver Major R. MacLaren, of war ace fame, lifted his telephone receiver to answer a long-distance call. It was from Burns Lake.

"Can you send up a plane at once?" came the urgent call.

"Yes," was the confident response.

Don replaced his receiver and again called long distance.

"Give me Stewart!" he spoke crisply. "Hello! Get me Pilot Gilbert of the Western Canada Airways on the phone at once, please!" A few minutes wait. "Hello, Gilbert talking, Chief!" "Call from Burns Lake, Walter! Get over there and fetch a hospital case to Vancouver, pronto!" "O.K." Chief!"

Two hundred and forty miles from Stewart to Burns Lake over rugged mountain. All in a day's work for Gilbert. He dropped into the lake less than three hours later, loaded his patient carefully into the cabin of the faithful Boeing boat and again took the air, heading over the uncharted wilderness for 600 miles. The patient was met with an ambulance and hurried to the hospital. His life was saved. All in a day's work for the air pilot of the West. Pushing back the grim old mountainous frontiers. Reducing contact from months to hours.

Last July British Columbia's poor old elephant, P. G. E. Ry., was so far revived that it was deemed expedient to take another survey for possible routes into the world-famous Peace River District. With commendable foresight the engineers chose the air method. Two planes, flying four hours each and encountering stormy weather, accomplished what it would have taken months to cover by the old and arduous method of crawling overland on horse and foot.

Another projected railway in Northern British Columbia adopts the same method of reconnaissance and returns with photographs that point in no uncertain way to the logical route, saving thousands of dollars in time and labor.

Then there is the general business of mapping, timber cruising, mining exploration and surveying that both the Western Canada and Dominion Airways cater to, the latter company holding contracts with the Provincial Government for forest patrol in the Nelson District, a particularly dangerous district from lightning.

Manager Is Ardent Advocate

IT is but a few months ago since a man of approximately sixty years of age walked into the Dominion Airways office at Vancouver and declared:

"I want to learn to fly."

He was looked over casually and requested to comply with the usual rules, then turned over to the instructor at the temporary airport at Richmond. A few weeks later this man had pocketed his pilot's licence and bought a new plane of his own. One morning, with his purchase carefully groomed, he seated himself behind the instrument board and took off for the Interior. Four hours later he stepped out of his craft at his home office, Trail, B.C., having flown 400 miles over the mountains with one stop en route at Princeton for fuel.

That pilot, Mr. Archibald, manager of the Consolidated Mining & Smelting Co., British Columbia District, was at once an ardent advocate of the air method of transportation for such executive positions as his, where many hundreds of miles are required to be covered each month. With him, too, the business of flying is all in the day's work. His communication problems have been reduced from weeks of discomfort to hours of enjoyment.

The first seaplane in Canada, built by Mr. Hoffar, in 1914, at Vancouver.

The densely populated districts far east of the mountains may find it expendient to heed the call of competition in air mail and passenger service, but the West is heeding the call of a century—the voice that has been crying from the wilderness to come, to see and to conquer. Air mail connection—the last link of the transcontinental chain to Vancouver—will come shortly as a natural sequence. But the more important contact with Coast and Interior provincial points has already been established and is being quietly maintained by such intrepid aviators as Donald MacLaren, Andy Cruickshank, Neville Cumming, Wallace Gilbert, the Dobbin Brothers and Major A. E. MacLeod and his staff of a score at the R.C.A.F., Jericho Beach.

Scores of Men Training

NO little service is rendered, too, by the other commercial organizations, the Dominion Airways, the Commercial Airways, and the Sprott-Shaw Schools and Aero Club. Scores of men are being trained to this future means of transportation, many of whom have developed and qualified for trainers in turn or have been absorbed into the business of private concerns.

Another evil of the Coast which has been effectively checked is that of smuggling from deep sea liners. This comes usually under the duties of the R.C.A.F. Corps, and once a liner is reported entering the gulf it is reported to Jericho and trailed constantly until docked. Little chance is left now for the once popular method of throwing contraband overboard, to be picked up by small boats. All matter thrown from the ship is closely scrutinized by the air patrol and anything suspicious is promptly investigated.

Nor is Vancouver behind in the matter of manufacture. Opening but a few months ago on Coal Harbor one of the most modern factories in Canada, the Boeing Aircraft Co. have already found it expedient to acquire at a cost of a quarter million dollars adjoining property of several acres in extent. The first Boeing, "Thunderbirds," 425 h.p. Pratt & Whitney Wasp engined, with a high speed of 130 miles per hour, have been launched and the factory floors are covered to capacity with others in all stages of erection.

Splendid Victoria Service

IN adhering to this type of craft the Boeing Canada firm has followed the principle of established success. Over on Puget Sound there is a stretch of water between Seattle, Wash., and Victoria, B.C., that has witnessed a continuous mail service for upwards of eleven years without loss of a single pound of mail or a passenger. In this service Percy Barnes flew from 1919 until 1928 in the one original Boeing boat, carrying half a ton of mail each trip and totalling well over half a million

Above—An Oriental (Empress) liner entering the Lions Gate, Vancouver. The R.C.A.F. plane overhead is trailing against attempts at smuggling. At left is Wm. Archibald, manager of Consolidated Mining and Smelting Company, who covers his territory in his own plane.

miles, wearing out eight motors. Now, with the old faithful craft in honorable retirement the new boat of similar type Wasp powered, bids fair to repeat the record, for since July, 1928, he has piled up a record of more than 40,000 miles with a replacement cost in parts of $93.99.

Experience has taught this pilot that he achieves best results by flying low over the water, attaining a speed of eighty-five to ninety miles per hour. He makes twelve trips per month meeting Oriental and Australian liners.

And to care for all this rapidly increasing activity the public of the Pacific port promptly voted $600,000 for an airport. Within a few weeks the first unit of this will be ready for occupancy on the new property on the Fraser River at Sea Island just outside Vancouver City. Here, with 460 acres being improved and an unfrequented arm of the Fraser developed for water planes, a few months hence will see the competion of a combination land and water port that will rank second to none. With the errors and experience of other ports to guide them the Vancouver Air Board propose a joint scheme that has met with the approval of the best experts of the continent.

With Los Angeles but nine hours distant from Vancouver, and Montreal approximately twenty-four hours, who can predict the activities from Vancouver's new airport by 1940?

"Animal" Hides Now Made 800 Feet Long

THAT modern science has again improved upon nature in a new field of activity is revealed in the announcement of commercial production of gigantic animal "hides" nearly 800 feet long.

Each of the huge hides contains leather equivalent to seventy-five cows in the case of a cowhide finish, 375 sheep in the sheepskin group, or 1,000 and eighty snakeskins in the snakeskin groups.

The new product is a development resulting from a scientific research in the conservation and full utilization of raw material. Skins and hides have been utilized by man in hundreds of ways since cave man days. But in modern mass production their use has been limited, and simultaneously been made unduly expensive, by the natural shapes of hides. Only a portion of each hide provides the unifrom quality of leather which industry requires. The balance always has been largely waste.

In the production of the new leather every part may be utilized. New leather or hide cuttings are chemically and mechanically reduced to the animal fibre in a homogeneous state. In this stage of the process the tanning elements are introduced so that the leather is really tanned in the fibre. The leather is then re-hided and produced in the huge "superhides."

Inventions

THE skull and crossbones has long been used as a sign of danger on medicine labels. Now the skull has been adapted for automobile stop signals. A red light inside the head causes the skull to grin suggestively and warn car drivers behind when the car is about to stop.

Every housewife knows that milk and cream will not sour quickly if air does not reach them. A new milk bottle stopper, made entirely of rubber, effectively seals the bottle and keeps out air. A knob serves as a convenient handle. A moment's rinsing in hot water suffices to clean it.

Is the Motor Car a Menace?

By PROFESSOR A. M. LOW
(Of Oxford University)

(Professor Low is a vice-president and chairman of the Car Club, and vice-president of the Autocycle Union. He has acted as judge for many years at Brooklands, in the tourist trophy races, and also judged most of the international six days' trials in England. He is the inventor of many automobile devices.)

THE increasing casualty lists of persons killed and injured in road accidents has led to the institution of a Safety First Week, during which drivers and pedestrians alike are reminded every hour of every day to exercise care. Now while I believe the week may have definitely valuable results, I am afraid that it gives most satisfaction to all those who regard motorists as dangerous nuisances and speak in grave tones about the "menace of speed."

"Excessive speed" is not, in my opinion, the angle from which the problem of safety on the roads should be approached. It must be obvious to everyone who has studied the question of transport development that man never has, and probably never will, sacrifice speed to safety. I am not even speaking of the safety of pedestrians, but of drivers and passengers themselves. If time, and hence speed, were no object, we should all be content to drive at ten miles an hour and there might be no accidents, until our brains relaxed, when we should immediately demand a reduction of the limit to five miles an hour!

Time has become the most vital factor in modern life. It is because it saves time that the motor car developed so rapidly, and there is no future for aviation unless we believe that saving time is vitally important. I agree that a large number of people never think about saving time until they step into a car or an aeroplane, but for many business men "getting there" in the shortest possible period is everything.

Speed Is Requirement

WE cannot both have our cake and eat it. In other words we cannot have both high speeds and absolute safety. Man has shown that he must have, above all, speed, and therefore we should direct our energies to making speed safe, rather than to slowing down our transport.

When I hear people talking about someone driving recklessly at sixty miles per hour I am inclined to smile, because if I can barely remember the days when a red flag man preceded every motor car, I can distinctly remember a certain earl being prosecuted many times for exceeding the speed limit of eighteen miles per hour! Everyone at the time said the roads had become positively dangerous since the limit had been raised from twelve to fifteen miles an hour!

We must become accustomed to the idea of unlimited speed. Just as eighteen miles an hour seemed reckless to our fathers who were brought up on stage coaches, so fifty miles an hour seems reckless to us today. But our children will drive their gearless cars at sixty and even eighty miles an hour as a matter of course. Our problem is to make these speeds safe for both pedestrian and driver, for speed is relative and without the presence of motionless objects, 300 miles an hour seems a mere crawl.

Sooner or later we shall, I think, have to introduce some sort of test for motor car drivers. The incompetent driver is more dangerous at twenty miles an hour than the competent driver at sixty miles an hour. We are the only great nation in the world without a test for drivers, and although I am loath to add to the already bloated army of inspectors, I am afraid that safety with speed can be achieved only when the man at the wheel is competent.

Tests for physical disabilities are an obvious necessity. But the disability must be considered with special reference to driving. A failing which prevents a man seeing except directly in front of him is dangerous to a driver, but imperceptible in ordinary life. Further tests to discover the ability of the subject to act in an emergency and to drive at night might also be necessary, although I do not believe that tests alone would be sufficient. Talkies and special films showing how life and limb are unnecessarily endangered might cure some of the more reckless drivers.

We have admitted the necessity of tests in the case of bus and taxi drivers; why deny it in the case of drivers of privately-owned vehicles. True, the number of lives at stake may be fewer, but the number of private cars is much larger. In the case of aeroplanes we even try to protect pilots against their own failings, and a man is not allowed to fly solo until he has produced a medical certificate.

Additions to Motor Car Safety

THE safety of the roads can further be increased by mechanical devices. Already we have white lines, levelled corners and mirrors at dangerous bridges. In the future we may have automatic horns at every cross roads which will be sounded by a car making aetherial contact with a steel tape on the road. Level crossings will be abolished or safeguarded by double gates, and we may even have our highways on the "over and under" principle of the railways, with an elaborate signaling system. We can get to work immediately by building more subways for pedestrians, and, certainly in busy streets, insisting that roads shall be crossed only at certain points.

The motor car is not a menace. It is one of the greatest inventions of the age; and every man, woman and child in the country benefits by its service. Even those who do not ride or drive are indebted to the motor for speedy delivery of milk, food and a dozen other commodities. It is the motor car that has presented the freedom of England to the masses.

The menace is misplaced speed. We must make our minds keep pace with motor cars. It is no use to "hang on behind," so to speak, and yell "Stop!" We must teach ourselves the need for self-protection from speed, for it is certain that if we do not move with the times, there will be a terrible slaughter of the next generation. The motorist and the pedestrian must teach themselves to think in fractions of a second rather than in minutes. Eighteenth century minds do not harmonise safely with twentieth century methods of transport—and that in a nutshell is the reason for the majority of the accidents on the road.—(Copyright, Anglo-American N.S.)

A Flower's Just a Wet-Nursed Weed

By SAM HELLMAN

I'M stooped over out on the lawn of Second-Mortgage Manor mining weeds when the Mellishes and Joe Davis drift along.

"What are you doing?" asks Joe. "Posing for a kidney cure ad or testing your suspenders."

"I'm trying to blackball some weeds out of my country club," says I, "but my luck's nothing to parade the troops for. I no sooner sink a shaft and dig one up than a couple more grow up between my feet."

"According to the English," chimes in Ira Mellish, "it takes a hundred years to make a good lawn."

"You mean," says I, "to make a century. I'm developing no lawns for posterity, feller. If this dump isn't like a golf-club green by the end of the Summer, I'll do what my uncle Anthrax did on his place. You couldn't defeat that old bozo."

"What did he do," asks Ira.

"He just let the weeds grow," I tells him. "I remember as a boy climbing up the dandelion trees on the old homestead. 'Badside Manor' it was called, Uncle Anthrax being a doctor."

"Dandelion trees!" exclaims Minnie Mellish. "Why, dandelions don't grow on trees."

"They did there," I declares firmly. "We sold 'em regularly for chrysanthemums. Things sure grew high, loose and liberal on the place. We had to hack our way through a jungle every time we called on the old gent. Many a time our bearers'd get lost in a clump of cowslips and we had to fetch bloodhounds and search warrants before we could proceed. After breaking through I always greeted Uncle Anthrax—'Dr. Livingstone, I presume'."

"What a funny name!" remarks Minnie.—"Anthrax Livingstone!"

"What you got planted over there?" horns in her husband hastily, pointing to a cultivated spot abaft the wood shed.

"Succotash bushes," I explains. "I ground up corn and lima bean seeds and put 'em together. Is that an idea?"

"Grand," says Davis. "If I were you, I'd plant some casseroles with the succotash, so you can have it served right off the bush."

"Yeh," adds Ira, "and you might also plant a Finnish kitchen mechanic to cook it while its growing. Got any other gazipes in the garden?"

"I heard the other day," remarks Joe, "about a bird who had a scheme for turning old razor blades into Navajo blankets. Does that suggest anything to you in the way of tree grafting?"

"It might," I admits, "but at present I'm devoting all my time to the noble succotash

I'm stooped over . . . mining weeds.

experiment and to a little thing I'm doing with spinach and eggs."

"What's that?" asks Davis.

"I've set out my spinach in the hen house," says I, "with the idea of bringing up the young sprouts of spinach in the environment to which they will be accustomed in later life. There's nothing like early training. Get spinach used to eggs in infancy and they'll mix amicably in their maturity. Today one notices a certain aloofness between them, a rather hard-boiled attitude on the part of the egg——"

"If you want to make a hit with the kids," interrupts Ira, "you ought to cross spinach with the castor oil bean."

"Sure," nods Davis, "and toss in a couple of hours of home work and a washing behind the ears."

"All in good time," says I, "but I'll take on nothing new until I've developed my compote tree."

"Compote?" eyebrows Minnie, the nix.

"Yeh," I replies. "Nowadays, when you make a fruit compote you've got to cut up five or six different kinds of fruit—pineapples, oranges, peaches, and so forth and fifth, a very dangerous procedure. Figures from the registration area during the recent fiscal frenzy show that 18,765 housewives in good standing cut fingers while slicing fruit for a compote—"

"Fancy!" murmurs Joe.

"More than eight hundred," I goes on, "got spots on their caracul coats while engaged in the same occupation; 532 suffered from eye trouble as the result of grapefruit juice getting mixed up with their eyebrow make-up and 187 were injured severely through slipping on the living-room rug while on the way to the kitchen to shake up a compote. It has been estimated that, at the present rate, even if you exclude aliens and Indians not taxable, there will be in ten years——"

"What," cuts in Davis, "is your solution of the problem? The substitute of a good book for the compote?"

"No," I returns. "We shall blend the ingredients of the compote into one fruit to be known as the Omnibus. The grafting of fruit is elementary——"

"Sure," says Ira. "Every cop knows that."

"Burbank," I continues, "has shown that any two or three may be combined. For instance, we have the apricot and the plum joined together in the dear old plumcot——"

"True," agrees Davis. "There's no limit to science, feller. Look at the way the necta and the rind have been put together, the pine and the apple, ham and eggs and——"

We had to fetch bloodhounds before we could proceed.

"There's one thing you've overlooked," says Minnie at this juncture.

"Same being?" I inquires.

"Same being," comes back La Mellish, "that pineapples and bananas won't grow in these latitudes."

"That's all right," I assures her. "I will spare no expense in my experiments. If necessary, we'll import latitudes. I hear there's a couple you can buy cheap from Costa Rica."

"If you have any trouble," says Davis, "I've got a friend at the Greenwich Observatory who'll help you out. He's a big guy in England and they allow him a lot of latitude . . . Anything growing under the window there?"

"Yeh," I tells him. "Upsidonia."

"Never heard of it," says Ira. "What is it—a plant that barks at night and does bat-work during the day?"

"It's a peculiar piece of flora," I explains. "Instead of growing out of the ground, the plant goes downward. It never sees the light of day and is often called the Subway Plant."

"If it doesn't come out of the ground," observes Minnie, "how can you tell if it's growing?"

"What difference does it make?" I demands. "Families have lived for decades, brought up children, died and been buried quietly but firmly without that question ever having arisen. It's obvious, isn't it, that the plant's growing downward, if it isn't coming out of the ground."

"I've heard of the Upsidonis," plays along Joe. "It is, I believe, a native of Upper Beloochistan. There's a common expression among the folks there—'I'll pay you when the Upsidonia blooms again'."

"Well," I cuts in, "I got to get back to my weeding. If I don't get a hustle on, the weeds'll be on the roof and sneaking down the chimney."

"Here's one," says Madame Mellish, stooping and digging out something.

"Good gosh!" I gasps. "Do you know what you've done?"

"Just picked a weed," says she.

"Weeds, your earmuffs!" I yelps. "That's the only blade of grass on the lawn."

(There will be some dispute, no doubt, as to our placing the Glipotera in the genus Yetrhagion of the Hooflegoof family, but we think the facts brought out above prove conclusively that Prof. Schamblots of the Botanical Department of the University of Upernavik, was talking through his velour hat when he put the Glipotera up in Mabel's room. We know more about botany than he's forgotten—that is, we mean—(Ed. Note—Who cares?) From Botany we shall go on to Boxing. Watch for the next article, but don't miss church on account of it.)

How De Mamiel Stream Received Its Name

There's a little bit of England on far Vancouver Island,
Where soft Pacific breezes woo roses into bloom.

(By CHRIS CLARK)

OFTENTIMES the casual visitor notices something about a place which escapes our attention because we are too familiar with it. A striking instance of this has to do with geographical names in the vicinity of Victoria.

About the first thing an English traveler aboard a steamer from the Orient or Australia or through the Panama Canal remarks on is Beachy Head, fifteen miles out of Victoria, and Dungeness across the Strait in Washington. Both names are transported bodily from the coast of England. The "Race," "William Head," "Albert Head," "Royal Roads" are all distinctly English.

"Gold Stream" and "Mill Stream" belong to the same class and are a refreshing change from the ubiquitous "creek" which is almost universally applied on the whole North American continent to any running water not of sufficient volume to be dignified by the name river. But "Goldstream" is now the name of the settlement surrounding the stream; "Millstream" likewise, and one can often hear someone say "It's a lovely place out by that creek at Goldstream."

And now the final touch has been added by the Provincial Public Works Department which, by prominent signboards, proclaims to all and sundry travelers on the Malahat Road that they are passing over "Goldstream Creek"! Surely they owe an apology to the Royal Engineers of the early fifties or sixties who named it.

But there is still another stream which has retained its distinction for sixty-six years and still "carries on" despite the efforts of map makers to fasten "creek" to it. It may be that on the map, but locally it is always known as "stream." It is not so well known as Gold Stream or Mill Stream, yet not far from Victoria and, strange to relate, its original name has been lost sight of, and it is time the resulting confusion was cleared up. Most people call it "Emmanuel Stream." The maps say it is "De Maniel Creek." It is really "De Mamiel Stream."

Beloved of Fishermen

RISING in Young's Lake, Otter District, it meanders through the settlement of Otter Point for six or seven miles until it empties into Sooke River on the west side, about half a mile above Sooke Bridge. It is beloved of fishermen, and in the olden days its banks were thronged with Indians eager for the salmon which, in the annual Fall migration from the sea, swarmed over its numerous riffles. They could spear and net them there so much easier, and so much nearer their homes, than in the deeper, wider waters of Sooke River.

On its banks is situated the mine which provides the material from which bauxite is produced and which in time promises to be developed on a much larger scale, a company having been incorporated last Fall for that purpose. As the stream will undoubtedly be quite well known in the future, it behooves us to settle the question of its real name once and for all.

It is only recently the full facts came to the knowledge of the writer, who has lived in the vicinity for many years, knowing nothing of the romantic story of its naming. Like everyone else, for many years we called it "Emmanuel Stream" until one day we heard a worthy native of Sooke declare it was named after him. Another old timer told him, "It was named before you were born!" Producing a map as evidence, the name there was "De Maniel Creek." We conceded the "De Maniel," but creek—never!

All was well until last Fall, when we met a friend in Victoria—Mrs. Gordon—a daughter of Michael Muir, one of the sons of John Muir, Sr., founder of the well-known family of that name. We were talking over the changes in Sooke in recent years and the changing of some of the old names, when she remarked that she had seen a photograph in a real estate office labelled "Emmanuel Creek."

"Now," said she, "the name isn't Emmanuel Creek at all."

"Of course it isn't," we said, quite proud of our knowledge; "it's De Maniel Stream."

"Of course it isn't," she echoed, "it's De Mamiel Stream."

"Are you sure," we asked in surprise.

"Sure I'm sure," she answered; didn't my mother know all about it, for Sofie De Mamiel was the sister of Mrs. Chambers, who came out from Ireland with her in 1861."

This was interesting, and glimpsing a story of old pioneering days, we directed our footsteps to a quiet, secluded place, and there the tale was unfolded as follows;

Tale Is Unfolded

IN 1862 Miss Matilda Welsh accompanied Mrs. Alex. Chambers, who came from Ireland to join her husband at Race Rocks lighthouse, he being one of the first lightkeepers there. Conditions on the rock were very primitive in those days, and 1862 was a bitter Winter, so Mrs. Chambers lived for a while in Victoria, in a house on upper Fort Street, adjacent to the Ella family (well-known Victorians), at whose

De Mamiel Stream, Near Junction of Sooke River.

home Michael Muir, of Sooke, usually stayed while on business in Victoria. The Muir family were then operating the first sawmill on Vancouver Island at Sooke Harbor.

Michael Muir met Matilda Welsh, and thereafter the business visits to Victoria were much more frequent. Michael is rather an unusual name for a Scotsman, but it evidently served the purpose of arousing the special interest of the little lady from Erin's Isle and giving him an advantage over other wooers, for early in 1863 he brought her as a bride to Sooke.

That year Miss Sophia De Mamiel had come from Ireland to be with her sister, Mrs. Chambers. Previous to this, Michael Muir's brother, Robert, had his home established in Sooke, but there was no school for his children to go to, so in 1864 Miss De Mamiel came to Sooke to visit her friend, Mrs. Michael Muir, and remained to act as governess to Robert Muir's children. In passing, it may be mentioned that John Muir, another brother of Michael's, married a sister of Michael's wife, while a brother, James Welsh, also came from Ireland and made his home in Sooke, where his descendants are still living.

It was while Miss De Mamiel was living in Sooke that the Leech River gold mines were being feverishly worked by thousands of men, and transportation for men and food was the great problem. By canoe and boat, and overland by trail from Goldstream the miners came, but Leechtown was isolated and hard to reach with a pack, so easier routes were eagerly sought. The only trails were on the East side of Sooke River, while Leech River emptied into it on the West side.

De Mamiel Stream Named

SO Michael Muir, James Welsh and a few others decided to find a feasible route up the West side of Sooke River to the gold diggings. There was not so much underbrush in the woods, which were open enough to be accessible to horses, and the first few miles was comparatively easy going.

Miss De Mamiel was interested in the new trail and one day expressed a wish to go over it and see the country they were exploring. Therefore Michael Muir saddled an extra horse for the lady and the party set off.

After about three miles they came to a large stream with many beautiful stretches, and cool, shady pools, and fording it, one of the party remarked that Miss De Mamiel was surely the first white lady to ride across it, and suggested that it be named in honor of the event, and then and there it received the name of De Mamiel Stream.

It may be mentioned here that this trail, after being blazed a few miles farther, led to a steep mountainside, which was found impossible of ascent with a pack, so was abandoned, although to this day there are marks on the trees to show where it was, and there is even a legend to the effect that gold-miners came out that way from Leech River to avoid those who would waylay them for their gold on the more frequented Gold Stream trail.

"Up there" is still pointed out as the locality where one miner buried his nuggets and dust so that he might come back and unearth them when there were fewer desperadoes around Sooke Harbor. But disaster overtook him—some say he was killed that night by someone who knew he had "struck it rich," and who had preceded him to Sooke down the other trail. But his gold is still safe in its hiding-place, as far as we know. Miss De Mamiel in 1866 married Coote Chambers, brother of Alex. Chambers, and that is as far as we know her history. A school was built in Sooke in due course, Miss Nellie Wolfenden being about the first, if not the very first teacher there. This name is also a familiar one to oldtimers in Victoria.

A Connecting Link

AS Mrs. Gordon unfolded this story of early days, somewhere back in our consciousness it stirred a memory, and we felt we had heard that name before, but could not associate it with anyone we had known. Suddenly it came back to us.

"Wasn't her name Sophia De Mamiel?" we asked.

"Yes," said Mrs. Gordon, "but my mother called her 'Sophie.' Why do you ask?"

"Because for forty years we have wondered what the lady was like and who she was, and what sort of letters she wrote on our writing desk."

Then we unfolded our share of the story. In 1889 the writer's father came from Scotland to make a home on Vancouver Island, living for a year in Victoria before settling on a farm not many miles from De Mamiel Stream. A few months after he reached Victoria he attended an auction sale at an old family residence, where he bought a few books, albums, pictures and a ladies' small mahogany writing desk. On the lid of the writing desk was inset a brass plate with the name inscribed: "Sophia De Mamiel."

As a child we asked for and received that desk. We always pictured her as a very stately young lady, as the name sounded quite impressive. It was an unusual name, however, and we never heard or read of it until in connection with the stream we knew so well by another name. Strange that her writing desk should have rested all these years in a home a few miles from the stream she forded sixty-six years ago, and after all those years the connection between the two brought to light during a chance conversation on a Victoria street. So there is no doubt of the right spelling of the name or the rightful name of the stream.

Any day we expect and dread to see on a signboard, "De Mamiel Creek," but we trust the Historical Association of British Columbia may take this matter up and see that it is in future designated by its real name. Couldn't they also see to it that "Gold Stream" replaces "Goldstream Creek?" There are so many creeks.

Let us keep for old sake's sake the very few "streams" we have left. They fit in so well with the "Heads" and "The Race" and "Royal Roads" as a background for the name of our fair city of Victoria, which has a special attraction for a certain class of visitors on account of its old-world traditions.

Goldfish Town Comes Into Existence In Japan

INCREASING demands on the part of Great Britain, America, France and Hawaii for Japanese gold fish, "Kingyo" have given this little-known industry a tremendous fillip during the last few years.

When I was in Japan this early Summer, writes Lady Drummond Hay, a small town was indicated to us as being entirely given over to some 15,000,000 fishy inhabitants. Three hundred human families tend their glittering needs.

Yatomi-machi, gold fish town of Japan, lies on the banks of Kiso-gawa River, and the fact that the Kiso-gawa frequently flooded the country, spoiling the rice fields, has been responsible for the ever-growing prosperity of the town since 1883, when the idea of gold fish breeding for export was first introduced to the despairing rice farmers by a visiting merchant, who saw in the disaster of the oft-recurring floods a new source of livelihood for the townspeople. Since that time, Yatomi-machi claims to supply 70 per cent of the total exported gold fish.

Last year Japan exported some 600,000 kingyo to Western countries. America is said to import them to an extent of $50,000 annually. Mr. Tsunegore Hirai, one of the gold fish kings of Japan, declares that only about one-third of the number exported arrive safely. Others die on the way because of ignorance in handling. Kingyo fanciers can pay high prices for their stock, the "Ranchu" costing as much as £20 for one small fish; the "Oranda" costs at least £15, while the ordinary little gold fish, such as children of the West know and love, cost no more than twopence each.

It is only in Japan that one begins to realize the infinite variety and beauty of the gold fish, some with huge filmy tails like court trains; almost every street corner has a kingyo seller, the big stores exhibit a fine collection on their "roof gardens" and no little "paper house" in the flowery land is complete without a few of the gleaming, darting "water-butterflies."

Who Are the Best Socialists?

PROBABLY as never before the British Nation is faced today and in the near future with the issue of "Socialism." It is therefore opportune to ask: What is Socialism? and who are the best Socialists? For if Socialism means a sense of "brotherhood in service"—which appears to be the root thought of the ideal—I am not quite so sure that Labor stands for the best type of Socialism, even from the Socialist point of view.

Thus, during the past decade, roughly since the war, we have had plenty of examples of unemployed at both ends of the social scale. But it is a strange reflection upon the paradox of human nature that while the capitalist "drones," as our friends the Bolshies would call them, feel that their leisure and wealth call them to service and charity, the labor "drone," as I claim the right to call him by way of retort, has steadily refused to do anything for the public in return for its assistance in coming to his rescue. Which then, I ask, is the better Socialist of the two?

Very soon, for example, the unemployment insurance fund will be, I understand, some $200,000,000 in debt—a sum which would have abolished the greater part of the London slums—but what have these "drones" done with the time and energy which was theirs while drawing that sum for, of course, a good Socialist must live for the community, not on it!

During the same period, however, I should reckon that society has contributed at least $200,000,000 towards the thousands of public charities throughout the country, the hospitals alone requiring some $75,000,000 a year—which is not bad Socialism upon the Conservatives' part, is it?

Preaching vs. Practice

BUT let us go further into the Socialistic psychology of the times and let us, say, take a visit "up West" and then go on a visit "up East"—in quest of true Socialism, and what do we see?

At Hyde Park Corner we will find a lot of wild men preaching Socialism and advocating the confiscation of this, and the nationalization of that, and the occupation of the other—notably the fine old society mansion of Park Lane. Yet they never seem to think that even if Lansdowne House had been converted into workmen's flats at five shillings a suite—the first to feel the difference would be those who benefit by the rates—so that luxury palaces are after all some Socialistic good.

I say nothing of the extravagance, class hatred, threats of revolution and general ignorance of the speakers, who for the most part could not do a day's useful work even if they had the chance. But compare these with the "society" Socialism that you see actually practiced in the East End. There, mission after mission is being erected, paid for, subsidised and run by young men from the universities, who, but for their "Socialistic" instincts, might be having a very nice time in the South of France or in their own magnificent homes in the country.

Yet we hear little of these compared with the noisy orators of Hyde Park; nor do they abuse these orators, any more than these orators pay them the tribute of gratitude for their work as living examples of the only true Socialism, i.e., the sense of brotherhood in service.

Facts are sometimes strange ironies on theories, for if people were as logical as their supposed beliefs there could be no such thing as a capitalist working in the slums and no such thing as an unemployed worker taking the dole and remaining idle when under such a debt of gratitude to the community for keeping him from starvation.

Has not the Conservative as good a claim as the Labor Party to the votes of Socialists?

The Real Socialists

NOR is this characteristic of the Tory—who seems to be the target of every agitator's invective—anything exceptional in our political history. Far from it; for nearly all our social reforms have come from the "classes" as they are called. Thus, to mention some instances at random, I may quote the examples of the great Lord Shaftesbury, who pioneered factory reform and the protection of children; Wilberforce, who first moved Europe to the abolition of slavery; John Howard, the philanthropist, who removed the scandal of our pestilential prisons; and Florence Nightingale, who did so much for the hospitals and practically created the trained nurse as we know her.

All these, in the higher sense, were good Socialists; nor has their tradition been allowed to die out. Indeed, every big house in the country is a centre of philanthropy, and every charity boasts of some titled patron—and patronage costs money. But is there any instance of a thousand men on the dole placing themselves and their labor at the disposal of a hospital or a charity? Are not these efforts of the classes for the masses worth all the rabid outbursts of Trafalgar Square; all the formulas of Moscow? Why, even the big general strike brought this out—for every capitalist car-owner saw the humble working man to his job, and his daughter to her office, while the so-called Socialist striker looked on with folded arms: though it would have been his own class that would have suffered most.

Whatever may be true of other countries (though in no other country is the worker better off) it is certainly not true of England that the classes do not do their duty by the masses. In fact, for all practical purposes, ever since the days of William Morris and John Ruskin, the universities of Oxford and Cambridge have been far finer founts of the higher Socialism than Moscow, which, after the sacrifice of a million "bourgeois" lives and a thousand million pounds of native capital (which Russia is now begging from outside), is still a failure even in its fundamental theory of Socialism.

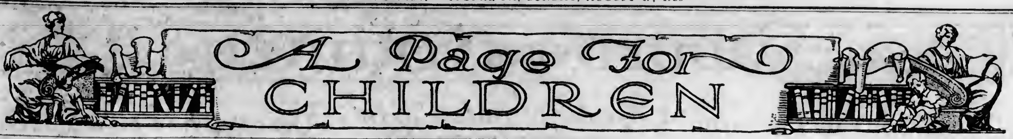
It is not for me to say how far the old Russian aristocrat failed in his Socialistic duties towards the peasantry any more than I feel called upon to decide how far the French Revolution was justified. Nor should I care to try. I can only say as a practical Britisher that we have more Socialism here than in Russia and liberty than in France.

We Have Social Consciousness

OTHER nations wonder at and envy the calm evolution of our Constitution and the way we are able to handle problem after problem without the need for revolution and bloodshed. Yet not a little of our native genius in this matter is due to the sense of sportsmanship of the classes—or, if you prefer it, the innate Socialism of society—using both words in the highest sense of the term.

This spirit of fair play for all—a better word than Socialism—runs in fact right down the social scale in England, from the King on his throne down to the poor person of slumland, eking out an existence upon far less than a carpenter's wage, and having to keep up appearances on it as well. In other words, out of sheer Socialism he is working at less than the trade union rate of his class; nor is he alone. I should say that upon an average, each prince of the blood spends a week or more in the slums: while Queen Mary devotes hours almost every day to Socialism, in the sense of the brotherhood of service, which our agitators in the park preach so vehemently and practice so parsimoniously. Indeed, there is hardly a charity or institution which she has not visited personally; hardly a reformer whom she has not met, especially among the women; and what is true of the court is true of society, as I say, right down the social scale; we need no revolution to create social conscience.

Let us keep that tradition, therefore, and develop it along our own native lines: for that is the way we built up England and that is the way our English character progresses.—(Copyright, 1930.)



Pioneering Days in Canada

(Fifth Instalment)

BEFORE the moving was over the maples had put on their Autumn dress of crimson. Birches were pale gold and other trees were dressed in varied shades of yellow and brown. Kitty and Donald were delighted as they played among the fallen leaves beneath the trees. Partridges and hares peered at them and sometimes they caught a glimpse of the fox watching them. But Reynard vanished as soon as he heard the voices of the children.

Among the leaves at the foot of the beech trees were little three-cornered nuts. Kitty gathered them and when she had removed the sharp shell gave the delicious meat to her little companion. Robbing the squirrels unwittingly, she caried an apronful home to her mother.

One day the children were startled to see a party of Indians coming through the woods. Two squaws had papooses slung to blankets on their backs. In their hands they carried baskets made of strong white splints. Two men walked behind.

The frightened children ran home and Mrs. McKay, with beating heart, faced the strangers. She need not have been alarmed. They had only come to sell their baskets for the potato digging. One held a half-bushel, the other a peck. The men had tubs for washing or holding pickled fish. They made the hospitable Highland woman understand that they were hungry and thirsty, and small as was her store of provisions, they soon had a meal of oat-cakes and tea. Then two of the baskets were left in exchange for a piece of brightly colored print like the apron Mrs. McKay was wearing. The bargain made, the visitors went away, much to the good woman's relief.

This was the first of many visits from the wandering band who made their camp near the shore, where wood or grass suitable for basket-making was found and clams and other shellfish were plentiful. Though looked upon with dread by timid women, it was seldom, if ever, that British pioneers were molested. In later days birch bark baskets ornamented with porcupine quills, beaded moccasins and dyed splint dinner baskets were sold to the children and grandchildren of the pioneers.

Preparing for Winter

MANY fishing trips had been made since the day the men brought the first boat load of herring ashore. Cod, salted and dried in the sun, as well as herring, were ready for Winter use. Fresh mackerel and other fish had been sold in the older settlement on the other side of the bay. More than once a catch had been carried to town, the new road having shortened the distance. But the men grudged every hour taken from clearing and farm work.

The potatoes were dug in late October and proved a splendid crop. They were put in the cellar dug under each house. A hatchway to the floor and rude steps let one into the well-like room.

There was much still to be done before the wind and the frost could be kept out of the hastily-built houses. Between the logs were wide cracks. These must be filled with moss and moist clay. The women worked together, beginning at the McLean home. Mrs. McLean banked clay against the sills to keep the frost out of the cellar. The work finished, a fire was lighted in the fireplace, and the kind friends left the mother sitting in its glow with little Donald on a stool at her feet, his curly head at her knee, while the father, resting near, looked on with a full heart.

A Great Surprise

ONE morning not long after, when Donald awoke, Mrs. McLean was stepping gently about the room preparing breakfast. Before the child could cry out, the good woman went to him. Lifting him in her strong arms, she brought him to the bed and showed him his mother, lying pale but smiling at her boy. Beside her was a tiny baby sister. Mrs. McLean let the little fellow kiss them both. Then with a caress and a few loving words she gave the child into Kitty's charge.

There was another mouth to feed, more work to be done, yet the little stranger was welcomed, not only by father and mother, but by every soul in the settlement. Many a simple but kindly gift came to the rude cradle which Malcolm had made before the baby came.

And now haste must be made. There were heavy rains and sometimes in the morning ice at the edge of the pools. For some weeks the cow had taken shelter beneath the evergreen trees. A house must be prepared for her and the lamb, now grown to a fine sheep. The three men set to work and soon a shed was ready beside the stack of hay gathered in Summer from the marsh near the river's mouth.

Winter Comes

AS the short November days passed away, there were many showers of snow. The river froze over and ice formed along the shore, but melted in the sunshine. Great fires roared up every chimney, for fuel was plentiful. The men were still clearing the land, and foot by foot the forest was pressed back. By the firelight the women knit or mended stockings and mittens. The men, too, repaired shoes as well as read the few books they had. Letters, few and far between, came from the loved ones they had left behind, and newspapers, months old, brought news of the great world beyond the Atlantic Ocean. From one of these it was learned that the Battle of Waterloo had been fought and won.

Now great snowstorms became frequent, and many a morning the man of the house had to shovel a pathway through the drifted snow before he could get out. The bay was covered with thick ice from shore to shore. Before the end of December ice formed on the bucket of water when the fire was low, yet through it all the children were well.

The New Year

ON New Year's Day every member of the settlement gathered at the home of Sandy McKay for the midday dinner. At the table, on which Mrs. McKay and Kitty had placed the best the house afforded, goodwill reigned. Trials and anxieties were forgotten, and each strove to add cheer to the homely meal. Memories of past days and of loved ones in the old land were recalled. With confidence in each other and trust in Providence, hopes for the New Year were born. As the shades of evening fell, more wood was piled on the fire, and as its glow filled the room, song and story, jest and laughter beguiled the hours.

In the weeks that followed, many trials awaited the little company. The men spent the lengthening days in the woods when the weather was fine, and each of the wives did her best to husband the little store of food and make the meals palatable.

Good News

FEBRUARY, with its storms and thaws, had passed and the lengthening days of March promised Spring when it was decided that two of the men must go to town to see what prospect there might be of earning money before the planting. By this time they had become good axemen and hoped to work in the woods.

Letters awaited Mr. McKay. His soldier sons had been discharged. With their money they had joined a company under the leadership of an officer. They were coming out in Spring and if it was found that there was hope of making a prosperous settlement where their father was living, they would make new homes there.

When Mrs. McKay heard the news she was almost besides herself with joy. As for Kitty, she sang all day long to the accompaniment of the streams that in April burst their Winter chains. Before the May flowers were blooming again the brothers and their friends came with seed and implements, and enough money to buy a few animals.

Andrew and John McKay, as was hoped, made homes beside that of their father, and as the years went on grandchildren gladdened the hearts of Sandy and his good wife. A grist-mill rose near the head of the river and a larger settlement grew up on its opposite side. In course of time our little clearing became fertile farms, and Kitty brought love and happiness to a good man's home.

"Let not Ambition mock their useful toil,
Their homely joys and destiny obscure,
Nor Grandeur hear with a disdainful smile,
The short and simple annals of the poor."

The British Empire

WE are hearing a great deal in these days about trade within the British Empire. It is quite time our young people began to think about the meaning of those two words "British Empire," for Canada forms part of it, even though she has control over her own affairs. Here are some figures that have been compiled by The Children's Newspaper. If you think about them they will surprise many of you.

The Empire's area is 12,996,782 square miles.

Its population is 450,094,000, of which more than 60,000,000 are white people.

It covers about a quarter of the land area of the earth, and holds more than a quarter of the world's total population.

In the Empire there are 210,000,000 Hindus, 100,000,000 Mohammedans, and 80,000,000 Christians.

There are also people of many other religions, including Buddhists, Animists, Sikhs, Parsees, Jews, and Idol Worshippers.

How Word "Fiasco" Came

WE borrow words from many languages. Sometimes their meaning is changed. When anyone tries to do anything remarkable, as, for instance, make a long aeroplane flight, and then fails, the failure is sometimes spoken of as a fiasco.

The word is Italian and came to us from Venice. This is its story:

The Venetian glass-blowers were always famous for their wares, and took care that none of their artwork should be short of perfect. If any flaw showed itself in the blowing they turned the article into a common bottle, or fiasco, and in course of time this word was made to apply to any dismal failure.

All Things Bright and Beautiful

ALL things bright and beautiful,
All creatures great and small,
All things wise and wonderful,
The Lord God made them all.

Each little flower that opens,
Each little bird that sings,
He made their glowing colors,
He made their tiny wings.

The purple-headed mountain,
The river running by,
The sunset and the morning
That brightens up the sky.

The cold wind in the Winter,
The pleasant Summer sun,
The ripe fruits in the garden:
He made them every one.

—Cecil Frances Alexander.

The Old Woman and the Pig

By M. GENEVIEVE SILVESTER

MAKE-A-BOOK—Save the twelve pictures that tell this story to make a book. Cut them out and paste them on white paper. You will then have a complete story. Cut a cover from stiff paper and sew the pages of the book into it with a big, strong stitch.

8

The old woman met a fire.

She said, "Fire, please burn Stick. Stick will not beat Dog. Dog will not bite the Pig. Pig will not get over the stile. And I must be home tonight.

The fire said, "I will not burn the stick."

"What shall I do?" cried the old woman.

9

10

The old woman went on until she met some water.

She said, "Water, put out the Fire. Fire will not burn Stick. Stick will not beat Dog. Dog will not bite the Pig. Pig will not get over the stile. And I must be home tonight.

Water said, "I will not put out fire."

11

The Friendly Little Dog

By Frances Ebbs-Canavan

LILLIAN Barbara went out into the garden to play with her big Teddy Bear. Mother told her to stand underneath the pantry window and look up, for somehow Mother knew that when little girls go into the back garden in the morning sunshine, they, and perhaps their Teddy Bears, too, are always the better for a fat little paper bag slipping out of the pantry window, at the end of a long white string. So when Lillian Barbara looked up she saw the welcome sight of the swaying bag coming nearer and nearer, until she could reach up and clutch it.

I cannot say if the Friendly Dog knew about the fat little bag, but this I can say, just as soon as Lillian Barbara opened the bag, the Friendly Dog appeared beside her. He was a fine little bull-terrier, with a glossy, brindle coat, a spiked collar, and bright eager eyes. His little pointy ears were quivering, and his little black nose sniffing, but otherwise he was not at all forward, very friendly, and very polite.

"I hope Muzzie put something in the bag for you, doggie," said Lillian Barbara as her little fingers unfastened the string and opened the bag, "something you really like." The Friendly Dog waited, his head on one side, his little tail wagging hopefully. "Yes, here under my apple and biscuit is a little package. I think it's a bone." The little tail wagged more vigorously and the Friendly Dog licked his lips. Then very gently he took the bone between his white, white teeth, and walking over to the gravel path, lay down to gnaw his delicious treasure.

Lillian Barbara climbed into the swing to eat her apple and biscuit. She swung slowly back and forth, watching a robin in the oak tree overhead, and while she watched him, a very strange thing happened. The Friendly Dog stopped chewing his bone, and looked very thoughtfully at the Teddy Bear lying on the soft Summer grass where Lillian Barbara had dropped him. Something seemed puzzling the Friendly Dog, but after a few minutes he jumped up, looked at Lillian Barbara, then at the Teddy Bear, then back at Lillian Barbara, who was still watching the robin, then in a flash he caught up the Teddy Bear in his mouth, and rushed out of the garden.

Back and forth went the swing, Lillian Barbara had not seen him go. The little lady next door, looking up from weeding her pansy bed, saw the Friendly Dog running down the street with the Teddy Bear in his mouth, and called out:

"Little girl, little girl, the dog has taken your Teddy Bear!" Even then Lillian did not know that she was being called, not indeed until the next-door lady hurried into the garden, calling more loudly, "That dog has stolen your Teddy Bear!" did Lillian Barbara come back from her dreams of robins, and she was so startled and frightened at the calling that she ran straight into the house.

When Mother came out and learned the news from the surprised neighbor, they hurried to the street together, but by that time the Friendly Dog and the Teddy Bear were nowhere to be seen, and they never, never, heard of that Teddy Bar again, so I must tell you where he was taken by the Friendly Dog.

The Happy Little Boy was sitting at his window, where he sat all day long, smiling at the passers-by. The Happy Little Boy had little to make him happy. He could never hope to walk or run or play with the other boys, but he did not let that trouble him. He had a good Mother to love him, and some pretty flowers in their tiny garden, and everybody, or nearly everybody, smiled and waved to him every day. Sometimes when the little gate was left open, the Friendly Dog would come in, and looking up at the window, he would sit up nicely and beg. This pleased the Happy Little Boy, and when he was fortunate enough to have had a chop for his lunch, he would drop the chop bone out of the window for the Friendly Dog to catch it, which he nearly always did.

Now whether Lillian Barbara's chop bone recalled the Happy Little Boy to the Friendly Dog, or whether he just thought of him anyway, I am quite unable to say, but I do know that when the Friendly Dog started off with Lillian Barbara's Teddy Bear, it was to the home of the Happy Little Boy that he went at once.

The Happy Little Boy was glad to see his friend coming in, but think how delighted and surprised he was to see the lovely big Teddy Bear, and how proud the Friendly Dog was to sit up under the window holding the Teddy Bear in his mouth!

Then Mother opened the door and called: "Come in Friendly Dog," and he came and laid the Teddy Bear down at the feet of the Happy Little Boy. "Where ever did you get it?" asked Mother and the Happy Little Boy together, but the Friendly Dog only wagged his tail very fast and delightedly and trotted off home.

Answers to Last Week's Puzzles

1. The farmer had forty-eight cattle.
2. Butterfly.
3. Page.
4. Keats, Byron and Moore were the hidden poets.

Popular Young Film Star

Baby Fatma, a Five-Year-Old Film Prodigy Discovered at Rodosto, on the Sea of Marmora, Who in a Matter of a Few Months Has Become the Most Popular Film Star in Turkey.

An Adventure on the Yukon

Through the courtesy of a friend we are allowed to publish the following very interesting story of the North, written by a very talented lad who looks upon Victoria as his childhood's home.—Children's Editor

By ANTONI SOBIERALSKI, (Aged 12)

JIM Dawson was a middle-aged man. Anybody could tell by his weather-worn face that he had been exposed to a cold climate for many years. This was quite true, as he had been on the Trail of '98 and had pulled through well, although he did not get more than a few thousand dollars from his claims. While he was at Seattle, Washington, in the year 1921, he had met a strong, handsome young man by the name of Jack Steele. When Jack heard of Jim's adventures and also heard that he was proposing another trip North, he immediately wanted to accompany him. He said he would supply half the money for the trip. Jim consented at last, so they started to make a list of the supplies they would need.

As the Ss. Princess Louise rolled gracefully on the long swell of Queen Charlotte Sound, while most of the passengers were in bed seasick, Jim and Jack were on deck in spite of the wind, talking over their plans for the future. After six days of traveling they arrived at Skagway. The trip had been a wonderful one for the two men, especially Jack, as it was new to him. They had passed glaciers and mountains that rivalled in beauty the Grand Canyon of the Colorado. At Skagway they got on the train that went to Whitehorse. The beauty of this trip is only known to those who have traveled on this railroad. On this trip you see Eskimos with their strange customs and unequalled art in carving curios and totem poles, dog teams yapping on the trails, rushing rivers, thundering waterfalls, towering mountains and curious towns.

As they were going along one night something happened that Jack Steele had never dreamed of seeing. It was 10 o'clock and still pretty light, but that is common to Alaska, the Land of the Midnight Sun, when Jack exclaimed: "Say, Jim, we haven't passed a town in the last fifty miles, yet look at those searchlights over there! What do you suppose they are searching for?" Jim laughed. "Don't you know what those are?" he asked. "No," said Jack, "what are they?" "Well," said Jim, "as you don't know I will tell you. That is the Aurora Borealis, or Northern Lights." "Well, I never dreamed they looked like that. Why, it is like a thousand searchlights," exclaimed Jack. "Wait until you get into the interior, where you will hear as well as see them," said Jim.

Just then the train stopped with a jamming of brakes and an abrupt jerk. "What has happened," exclaimed Jack in surprise, as he pulled himself up off the opposite seat where he had fallen when the train stopped so suddenly. "I don't know," said Jim. "Let's go and see."

In the Northland

"OH Conductor, Conductor," Jack was calling as Jim and he ran toward the end of the car. "What is wrong?" he asked. "There's a small bridge ahead that they think has been weakened by the Spring floods, so the train can't cross," the conductor explained. "They have to test it to see; if it is all right we will soon be on our way, but otherwise we will have to wait until tomorrow morning, when they can fix it."

It was tested and found to be quite strong, so they were soon on their way again. Nothing further of interest happened to the two adventure-seeking men until they got to Whitehorse. Here they went around combing the whole town for a good boat. At last they found one, a broad sturdy boat with a small gasoline engine for use on smooth places on the Yukon. They loaded their supplies on the boat as soon as they had checked up on them and bought whatever they had forgotten.

Among their supplies they had five rifles, two powerful ones to shoot bear, caribou, wolves and the like, two smaller ones to get small game, rabbit, otter, beaver, and so on, and one very small gun for ptarmigan. They also had a complete fishing tackle, because Yukon salmon would compose a good part of their food; provisions for two months, canvas to cover their supplies from the spray of the rapids, for the rapids were bad at this time of the year; one large tent, and one extra rudder for their boat. They also had rope and tools that they would need, and last of all, trinkets to trade with Indians and Eskimos.

Start Down River

ONE fine day they started down the river—a glorious morning in late June. The last trace of snow and ice had disappeared and green things and wild flowers were shooting up everywhere. It was the time of year which is sometimes called "The Great Change." At this time all the snow and ice melts very suddenly and little brooks and streams spring up everywhere, sending their music through every valley. The broad Yukon runs freely again and carries all the ice that held it a prisoner during the Winter down to the Behring Sea, melting it as it goes.

This was what was happening when Jim and Jack glided down the river with the little town of Whitehorse slowly fading from view. As they were going slowly down the river Jack noticed an ever-increasing roar, and asked Jim, "What is that noise that seems to be coming from behind that point down there?" "That," answered Jim, "That is the perilous Whitehorse Rapids—you will soon have the thrill of your life on those same rapids." Very soon they did come to them.

There they were—a seething, boiling mass of foam and spray. "Quick! Help me with this canvas," said Jim. They had no sooner got the canvas on than they were in the rapids. They were within twenty feet of the first wave, a monstrous curling giant that was sending forth foam and spray in a very menacing manner, when Jim exclaimed, "Jack, I think we are in the wrong channel and in peril." "What shall we do?" said Jack. "I don't know," answered Jim.

(To Be Continued)

Abdul, the Brave Arab Boy

YOU have all heard that Mohammedans pay a visit to Mecca, the birthplace of the prophet Mahomet. The pilgrim ships are crowded with pious people of many races, women as well as men. On one of these an Arab lad proved himself a hero. Here is the story as told to The Children's Newspaper:

The pilgrim ship was the Asia, chartered to take Mohammedans to the port of Mecca. It caught fire, and many lives were lost by panic in the disorder, though a British ship near at hand came up to give help. Rescue was difficult because of the mob of men fighting and struggling to get at the boats.

At the back of the deck, unable to move from fright, stood a little group of women. They dared not stir.

But in one of the boats that was trying to rescue the pilgrims was the Arab boy, Abdul. He said he would go and rescue them. From the boat he jumped to the anchor chains of the pilgrim ship. They were glowing from the terrific heat of the burning ship, but in spite of blistered hands and legs he clutched them.

He gained the decks, which were falling in and from which men were flinging themselves into the sea. But there this Arab Casabianca stood, and there he remained for five hours.

He picked up one unconscious woman after another, dragged them to the side, and dropped them into the waiting boat. The boat's crew more than once gave him up for lost when another crash told of some new stretch of the deck falling into the hold. There would be a roar and a cloud of smoke: had Abdul fallen to the burning hold? No—there he was, and not until the last woman had been dropped overboard did he jump into the sea himself.

They welcomed him as one returned from the dead when he clutched the boat's side, for the sea was infested with sharks. He survived it all. He lived, but it is another who tells his tale.

Puzzle Corner

Two Prices

Tommy went into a shop with a ten-shilling note and bought two articles. The difference in their prices was equal to twice the amount of change he received.

What were the prices if one was three times as large as the other?

A Puzzle in Rhyme

My first is in cabin but not in ship,
My second is in voyage but not in trip,
My third is in pattern but not in shape,
My fourth is in orange but not in grape,
My fifth is in plumage but not in wing,
My sixth is in belfry but not in ring,
My seventh is in harvest but not in crop,
My eighth is in hinder but not in stop,
My ninth is in racket but not in ball,
My whole may be seen in many a hall.

An Enigma

I'm found in a peacock; found in proud;
I'm always seen in every crowd.
And yet I am no part of life;
No part of seeking, or of strife.
I am a mighty part of love;
I always help to make your glove,
Your shoes, and coat; and yet your dress
Is quite without me, I confess.

A Strange Thing

All seek me, and all misuse me. All have me, some longer than others. I pass quickly and yet I live for ever. I am invisible, yet you know when I pass. You cannot perform even the smallest action without me.

Suburb and Country

Agriculture is a first principle: on it rests the life and happiness of mankind.—Julius A. Dimock

Care of Poultry on the Farm

By R. C. GIBSON

WE are in favor of showing, be it garden produce, livestock or anything else. We maintain that by so doing, the general standard of whatever is being shown is gradually raised and therefore improved. In addition there is the fact that to the producer who is worth the name, a beating on the show bench is nothing but an incentive to do better next time, while a win is bound to bring its reward in the shape of publicity as well as increased sales. All this applies to eggs as much as anything else and we want all of you to see what you can do about putting up a few at your local affair this year.

Eggs are shown on plates—usually to sixes or twelves—and may be either brown, tinted, white, white ducks' or green ducks'. The best brown eggs are laid by the Barnevelder and good ones by the Langshan and some good strains of Rhode Island Reds. Tinted eggs should be shown in tinted classes if they are scheduled, otherwise they must go into any other class except the white. Tinted eggs are laid by the Wyandottes, Orpington and Sussex and Rocks, though some strains may lay eggs deep enough for the brown classes. White eggs are produced by Leghorn and Anconas, but the largest by the Minorca.

When sending by post or rail to a show, it is wise to include one extra egg in case of breakage. There is no need to send a plate—that will be provided. If you yourself take them to a show, never lay out a number greater or less than required, or you may be disqualified.

The standard as adopted by the leading utility poultry societies is: freshness, 25; size, 25; shell texture, 10; shape, 10; cleanliness, 10; bloom, 10; Uniformity, 10. Total, 100.

Evenness and shell texture is essential. The size should be just over the two ounces in fowls' eggs and two and one-half ounces for duck eggs. The exhibit is disqualified if any eggs are double-yolked, tainted, artificially colored, polished or show any rattle to the shell. The freshness of the egg is judged by (1) the size of air space; (2) density of albumen; (3) firmness of chalagae; (4) toughness of yolk and membrane; (5) roundness of yolk; (6) freedom and completeness with which contents leave the shell.

One other point to remember. You will see in the standard that ten points are allotted for "bloom." That, of course, is the peculiar chalky covering of a new-laid egg and, since these ten points may make just the difference between a win and a defeat, you cannot afford to dispose of that bloom. Therefore, never wash your show eggs. Keep the houses and the nests particularly very clean and you will have no need to wash the eggs.

October Is Early Enough

EVERY pullet must be properly mature before she lays her first egg. If she lays at too early an age her eggs will, for ever after, be small, and poor hatchability is only one of the other troubles you will have to put up with. The difficulty in these days of heavy egg-laying pullets is not to force them on but to hold them back. The ideal time at which to start laying is October 1, so that the normal bird has six weeks or so to go. Maturity tests are taken by (1) the pelvics, (2) the comb and wattles, (3) the vent, and (4) the abdomen. In a normal bird there should be one finger space between the pelvics; the comb and wattles will be just becoming reddish—in the heavy breeds the wattles one-quarter-inch long and in the lights one-half-inch long. The vent will not be puckered, but just smoothing out and the abdomen will be beginning to fill out.

The forward pullet will have pelvics the width of two fingers apart, the wattles in the light breeds being over three-quarters of an inch and in the heavies one-half-inch, the vent will be the size of a twenty-five cent piece and the abdomen will have a half-full feeling. You should examine the heads of your pullets and compare them with those of your neighbors, or with those owned by an experienced poultryman.

In your attempts to retard your pullets you must realize that maturity rate only is lessened, not growth. Therefore, starvation is ruinous.

First of all change their house, run, outlook and position, if possible. See that the house is cool and thoroughly ventilated and cover up all nest boxes. Then feed on this special holding-back wet mash: four parts by weight of middlings, two of broad bran, one and one-half ground oats, and one-half each of maize meal and meat-and-bone meal.

For dry mash use three parts bran. Cut out all the following from your mashes—barley meal, maize meal, clover meal, pea and bean meal, malt culms, gluten meal and do not exceed five per cent animal matter. Make the birds work hard for the grain, which should be half wheat and half oats. Just one word of warning. When the birds have once started to lay, feed heavily on an egg mash. Never attempt to hold back a bird in lay.

New Way With Table Chicken

If you are making plans for hatching out a lot of chicken this Autumn to fatten for the Spring market you should give the latest idea to feeding a trial. It amounts to nothing else but feeding the chicken after the first week on exactly the same food as given to them during the fattening period. It is claimed that this system of feeding produces the best possible results. When a large quantity of grain is fed the wall of the crop tends to lose its elasticity, so that when fattening time comes along the crop is not capable of holding as much food as the bird should consume at a meal.

Wet mash right from the beginning is the rule. For the first week this should consist of biscuit dust, raw egg—one per day for every dozen chickens at the start—should be reduced daily until it is omitted on the seventh day. From then onwards the mash should consist of biscuit meal soaked to skim milk and dried off with ground oats until it is in a crumbly state. When the youngsters are eight weeks old the biscuit meal can be omitted. The mash should then be composed of ground oats worked up to the right consistency with soured skim milk.

If possible soured skim milk should be given to the birds to drink every day after the first week. This is a magnificent thing for inducing rapid growth. The one thing against this method is that the birds do not get enough exercise. This difficulty can be overcome, however, by hanging up bits of tender greenfood just within reach.

Ducks Want Air Now

THE night atmosphere throughout the Summer is distinctly close, muggy and often breathless. One can imagine what an adverse effect this has upon ducks, as their house has rarely the "posh" ventilation of that of hens. This closeness, together with the odor arising from the duck's excreta (always present) contrives to make the whole atmosphere unhealthy.

The fitting of a wire door to take the place of the usual entrance door is a procedure we can honestly recommend. The framework need only be of two by one and one-half inch batens and so long as the doorway does not measure more than four by two feet. The door itself need have no cross battens so long as the corners are fully fitted. In order to minimise risk of excessive draught and rain the hut should now be turned against the prevailing winds.

The poultry show season is just coming on and we would advise everyone to join their local show, to exhibit if possible, but if not, at least to go along. You will learn a tremendous amount.

Do not forget there are such things as utility classes—classes for good layers which have reasonable breed type. These are judged on their laying capabilities, plus decent breed, color and shape.

Bed of Sweet Odors Is Graceful Feature In Garden

EVEN the tiniest garden may have its feature—fountain, bird bath, rose arbor, etc. The beauty of the garden, naturally, depends upon the selection and arrangement of plants, and the feature must fit in with the general garden plan. It must not be too bold and yet must be distinctive enough to give character to the whole. A feature that will add graciousness to the little garden is an old-fashioned bed of sweet odors.

The bed must be made in proportion to the size of the garden and the colors most carefully chosen. A bed of this kind is lovely and inexpensive planted with lemon-verbina; rose, nutmeg and apple geranium; heliotropes from violet to mauve; annual wall flowers of ruddy gold, and mignonette—mammoth, Parson's white and machette.

This charming feature will give fragrance to the garden from frost going out until frost comes again, and it has a subtle fascination that adds much delight to the garden at night.

During July and August the gardener takes an inventory, as it were, of the stock on hand, makes plans, takes notes and visions how the garden will look next year after some plants have been transplanted to better locations and many new ones added. One of the delights of gardening is looking forward to and hoping for an even lovelier garden next Summer.

Bulbs Will Be Scarce This Year

RUMOR has it that bulbs of all sorts will be both scarce and dear this Autumn. The rumor no doubt has its foundation in the severe weather we experienced in the latter part of last Winter. If there is any truth to the whisper, however, it will no doubt be a case of "first come, first served," and we strongly advise you to get out your list of requirements in this line as soon as possible and get off your order at the earliest moment. Catalogues are arriving in dozens now from both British and foreign growers, so you should have no difficulty about making your choice.

So much for the scarcity. Now for the expense part of the rumor. As far as that is concerned there is all the more reason why you should make the utmost use of the bulbs you saved and stored last year. Round them up now and get them safely planted. The very earliest to be got in are the narcissi and daffodils. These object to being in a dry state for long. When left in the ground the year round the bulbs usually start to send out fresh roots as early as August. The earlier they make these roots the bigger and more plentiful their flowers. If you have no vacant space for planting them now it would be profitable to get them potted in rich soil, turning the rooted bulbs out into the open when space is available later on. The big bulbs ought to be planted from six to nine inches apart, the smaller ones about four inches. The big fellows should have at least six inches of soil above their tips in the open, the smaller bulbs certainly not less than four inches. If you do not dig in rotted manure before planting you must mulch with the manure after planting.

If you have a choice of aspect, plant in a position facing either south or west. This all involves a little extra trouble, but it is the one and only way to avoid poor flowers. One of the prettiest places for daffodils is on a lawn, and if you have an available piece of grass you should plant some there. Just make six-inch holes here and there with a blunt-nosed dibber and drop in a single bulb—give it room, though—firmly and upright into the bottom of each. Then you fill up the holes with sifted soil and make firm.

A Wonder of Nature in B.C.

The Remarkable Crevice Formation in a Giant Cedar Tree in Stanley Park, Vancouver's Celebrated Playground. It Makes an Ideal Hiding Place for Youngsters.

Hints for Treatment of Skin Diseases of Rabbits

LITTLE bare places, roughnesses or exfoliations on the skins of rabbits should never be neglected. Although seldom admitted by fanciers and but rarely acknowledged by members of the veterinary profession, an examination with a high-powered microscope reveals that these troubles are almost invariably caused by parasites of the mite class and are more or less nearly allied to mange to other animals.

By the application of a little sulphur ointment (flowers of sulphur stirred into melted lard or vaseline), dry flowers of sulphur, or even Friar's Balsam, the disease is easily cured if taken in time at the first sign of bareness or roughness. If it is allowed to run on and scabs form, a cure will be both troublesome and lengthy. Breeders are often sceptical as to the nature of these complaints. Their rabbits are perhaps well kept, hutches cleaned out every day, disinfected twice a year, and so forth. How, then, can the animal become infected? We believe the chief initial source of most of the rabbit troubles to be the foodstuffs. The mites which cause disease seem in their less active moments to be soil dwellers and to be found in the stems of grasses and on vegetable growth generally. So that it is not possible in practice to prevent their occasional introduction into the hutches. It is just one of those unavoidable circumstances which must be watched for and nipped in the bud before serious harm is done.

If fowls are kept adjacent to rabbits a fruitful source of skin trouble need not be searched for further, for it is well known that rabbits seldom thrive if kept near a poultry yard. One of the commonest places for disease to start is on the backs of the ears or the nape of the neck. There are three probable reasons for this, the first being that the fur is thin and the skin soft in these regions, which enables the mites to penetrate easily.

Secondly, the rabbits lie for hours sleeping with folded back over the nape of the neck, thus giving parasites a chance to start their evil work in peace, warmth and darkness. Finally, in these positions, the commencement of the trouble is very apt to be overlooked by the rabbit's owner. From scrapings of that rather common superficial roughness of those parts of the ears which lie on the back when the rabbit is resting parasites have been obtained and are so far unidentified.

From the much more severe exfoliations and pimples on the nape of the neck, mange mites, red from being filled with blood, have also been obtained. The precursor of this latter trouble will be a bare place, and if dry flowers of sulphur is well rubbed in and around the spot two or three times no further development is likely to take place. Neglect to do this will result in the formation of scabs or rapid spread of the disease and the ultimate loss of the rabbit. In treating an advanced case it is important to clip the fur and rub the ointment well in, far beyond the area which is actually rough. It is a very good plan to treat cases of so-called vent disease in the same way. And any bare or rough spots on the nose or eyelids should be dressed as soon as seen.

The roughness of the outsides of the ears is not likely to spread far, but it requires persistent treatment with sulphur ointment to effect a complete cure. Diseased rabbits should be isolated, and the owner should dress them last so that he can go in and wash his hands immediately after attending to them.

Water Your Late Peas

PEAS are thirsty fellows—but you know all about that after giving yourself a sore back in the last drought. Still, you must flood the rows of late varieties, too, these dry days to keep the plants growing. Earth-up either side so as to make a kind of trench and flood water into that.

A German scientist has invented a cell that converts light directly into useful quantities of electric current. The essential part of the cell is a sandwich of copper oxide between two layers of metallic copper. It may prove useful in both talking pictures and radio television.

Polyantha Roses Are Very Effective

COMPACT to habit and covered with clusters of rambler-like flowers, polyantha roses, these miniature rose bushes which bloom throughout the Summer and Autumn, are unequaled for garden decoration and may be grown in various ways with equal success.

Massed in beds, for instance, they are extremely effective, and after the initial outlay prove an economical and eminently satisfactory substitute for that bugbear of the short-handed gardener—"bedding out."

But bulbs such as tulips, daffodils, etc., should be planted among them to insure a display of bloom during the Spring months. Most successful is a row of polyantha roses planted to the long narrow borders often found at the foot of the walls of greenhouses, and some of the bushier-growing varieties such as Yvonne Rabier make charming edging to rose beds or herbaceous borders.

Standard polyanthas, and the fairy-like charm of these have to be seen to be fully realized, are not only delightful to narrow borders, but may be interplanted to a bed with bush polyanthas with charming effect.

Although the majority of polyanthas bears trusses of smallish double flowers, some varieties such as Else Poulsen, a particularly lovely and free flowering rose-pink shaded to carmine on the outside of the petal, carries large, almost single blooms.

Why Fowls Must Have Mineral Salts

MEDICAL doctors are just beginning to find out that many rare minerals are essential to the human body. Zinc, cobalt and nickel, among others, are now known to be present and their value is already partially understood. We, too, as poultry-keepers, are just beginning to realize that minerals are necessary to the fowl body. Let us tell you something about them and then you will understand why we are so emphatic upon the use of mineral mixture with the bulk of the mashes employed today.

Calcium salts make possible the coagulation of the blood. They are also necessary for the contraction of the heart as well as the muscles. Sodium and potassium salts are required for the relaxation of the heart. Iron is needed to the blood to enable it to nourish the tissue properly. Phosphorus is essential in every cell.

Taking our cue from the human body it may be that zinc is necessary in the blood and muscles. It is highly active in organic combination and it is also found in the venom of serpents and the poisonous effect of the venom is in proportion to the amount of zinc present.

The trace of arsenic to the human body is said to prevent the loss of phosphorus. Cobalt and nickel are both found to the pancreas—the organ that secretes the pancreatic juice and used for the digestion of the food. It is believed that they are necessary to certain activities of that organ.

Mineral salts birds must have. In many cases they receive an ample supply from the food provided. Failing this, a mineral mixture should be given such as we have told you about from time to time.

Wealth Can Be Obtained From Wealthies

FEW people appreciate the production possibilities of an orchard. As a result of a series of studies in apple culture and orchard practices, made by experts of the Dominion Department of Agriculture, data relating to the production record of a closely-planted Wealthy orchard is particularly interesting.

The average net annual profit per acre from the time it was planted in 1896 to date is shown to be $171.64. The highest annual net profit per acre was in 1923 and amounted to $475.30, while the lowest net return of $102.78 occurred the following year. The complete financial statement for this orchard for the latest available year shows: total expenses, $394.25 per acre; total receipts $820.31 per acre; and net profit, $464.96 per acre.

The Garden Week by Week

By NORMAN W. F. RANT, F.R.H.S.

ROCK gardeners, the world over, will welcome a book by "The Daddy of Them All." Henry Correvon, the veteran Alpine gardener of Geneva, has at last given us a work in English, "Rock Garden and Alpine Plants," published by The Macmillan Company. Mr. Correvon has written a large number of books in French, but this is the first that he has attempted in English.

The book is in Mr. Correvon's own phrasing and is simply edited by that well-known horticultural writer, Mr. Leonard Barron, so as to convey the writer's ideas to the English idiom.

It is a great work and covers the subject from A to Z. Rock gardening in England and the North American continent is discussed very thoroughly, and this will be of great use to those who are attempting the cultivation of alpine plants in those parts of the country that are hot to Summer and cold in Winter. So many visitors from Eastern Canada, the Prairie Provinces and the Central and Eastern States, have been at a loss to know how to cultivate these plants. This book answers the question in a way never before put into print.

In Heat and Cold

THE fact is that the climate of that part of Switzerland where Mr. Correvon has his wonderful horticultural establishment is very similar to the hot and cold climate of a large portion of this continent. He has had to develop a system whereby he is able to cultivate alpine plants under conditions as they exist. How he does it is set forth in a manner that anyone can understand.

The growing of alpine plants in walls, in pans and in sphagnum is dealt with in a thorough manner and in very simple language. A chapter is devoted to ferns, one to terrestrial orchids, and one to hardy cacti. The latter will be of great interest to many people who are now making a hobby of growing these interesting desert plants.

The second part of the book is devoted to plants for the rockery, the wall and the alpine garden. This takes the form of an alphabetical list, each species being described as a whole with notes on its origin and culture. This is followed by a list of species and varieties, very cleverly arranged so that by reference to a table the particular needs of any variety can be ascertained at a glance.

Some splendid illustrations from photographs adorn the book, and it is interesting to observe that three out of the eight pictures are of parts of that well-known Canadian garden near Montreal of F. Cleveland Morgan. There are also eight color plates of alpine plants beautifully reproduced from water colors.

His Hobby Grew

MR. Correvon is perhaps the oldest cultivator of alpine plants in the world today. He made his first exhibition at Geneva in 1877, when he was laughed at by the knowing ones in the horticultural world. But he had faith in his alpines, and it is good to know that he has lived to see the growth of his hobby extend to the four corners of the world.

Mr. Correvon visited the United States in 1926, but unfortunately was not able to come to Canada. It is hoped he will cross the Atlantic again and come and see what some of his disciples are doing in British Columbia.

To all those who are interested in the cultivation of rockery and alpine plants this book will prove a treasure. As one man remarked to the writer, "I got my money's worth out of the first chapter."

A man who has devoted more than half a century to the cultivation of this class of plants must have a knowledge of them few people possess, and when, to the present volume, he is able to impart that knowledge to simple, understandable language, the result can be nothing but a liberal education on the subject.

"Rock Garden and Alpine Plants," by Henry Correvon, and the late Reginald Farrer's monumental work, "The English Rock Garden," are without doubt the two greatest works on the subject extant.

Close-Grazing Methods Are Being Studied

THE value of pastures depends very largely on the amount of proteins—green feed—available to the cattle using them. In this connection the studies of "close grazing" now being made by experts of the Dominion Department of Agriculture are of special interest. While still in the experimental stage the work already done holds much of interest for the dairyman. Briefly put, the object of close-grazing is to provide an adequate and continuous supply of green fodder from succulent new herbage growth. This is done through the division of a suitable field area into four equal sections. While the herd grazes for a week on one section the new growth, rich in protein, is developing in the others. In this way a new pasture with three weeks' growth of new herbage is regularly available.

"Killing" a Lump of Lead By Poison

SIR Jagadis Chandra Bose, the East Indian scientist whose experiments proved that plants have "minds," recently concluded some interesting investigations on various metals which have resulted in the discovery that they, too, have a "vital force." Metal workers have known for a long time past that metals can suffer from "fatigue." The steel axle of a railroad car may suddenly snap, and it is found that the steel has become crystalline and brittle through continual jarring.

Sir Jagadis used the galvanometer to test the fatigue of metals. Diagrams from galvanometer tests show that metal resembles muscle in that its sensitiveness grows less and less under repeated irritation.

More wonderful still, he has shown that metals are affected by stimulants and by narcotics. A dose of bromide puts the human brain to sleep, and a dose of bromide of potassium administered to a block of tin makes it lose much of its normal sensitiveness.

The parallel between man and metals has been carried even further. A large dose of opium deadens all the human senses, but a small dose makes them more active. Metals react in the same way, and a small dose of a narcotic makes metal more, not less, irritable.

More marvelous still, metals, like animals, can be "killed" by poison. A piece of metal to a healthy condition was taken and tested and shown by the galvanometer to be in full vigor. Then it was treated with a dose of violent poison, oxalic acid. At once there was a spasmodic flutter, then the signals thrown by the galvanometer grew more and more feeble, until they almost died away. A powerful antidote was applied, and slowly the metal began to recover and record again. A rest was given, and, in a little time, the metal that had been poisoned returned to full activity.

When the experiment was tried a second time, the metal was kept in the bath of poison until the signals thrown out ceased altogether. It was taken out and the antidote used. It was no use. This piece of metal had been "killed." Sir Jagadis varied the experiment by trying other metals, but in all cases the result was the same. The antidote, administered in time, revived the life of the metal, but if the poisoning continued too long the metal could not be revived. It was dead!

It appears that metals as used in knives, pens, motor cars and the like—are dead, or, at any rate, in a state of coma caused by the severe treatment, the enormous temperatures and poundings which they have suffered. The experiments of Sir Jagadis open up a possibility that man may be able to make use of live metals in new ways.

Dig Potatoes—Do Not Spike Them

"DIGGING spuds? Rather a tiring job, but quite easy," we hear you say as you read our title. We agree: a perfectly simple job—yet what a lot of people go about it to the wrong fashion, spoiling scores of fine tubers by the clumsy way to which they remove them from mother earth. There is no reason why you should spoil a single tuber if you study the following hints.

You cannot tell to a day when a crop of potatoes should be lifted, but a general rule is to dig as soon as the haulm has acquired that yellow-brown shade which invariably appears some time during August and the first few weeks of September. Left longer than this the tubers will commence second growth and will spoil. Choose a fine, dry day.

We strongly advise those readers who have a good strain of potato which has proved its worth on their particular plot to save their own seed sets, selecting clean, well-shaped tubers, weighing between 2 1-2 and 3 ounces, and about the size of a hen's egg. Put these into a special basket to be dried and put into trays later on.

Where to insert the fork.—Practically speaking, the whole of the lower part of the ridge is occupied by potatoes; these also extend a few inches on either side into the neighboring soil. Therefore, when placing the fork you should choose a spot a few inches away from the foot of the ridge.

How to "throw" a root.—Drive the fork into the soil at an angle of about 45 degrees. Now lever up the root, at the last minute giving the fork a sideways twist and a forward heave, thus "throwing" the plant clear of the soil. You will then discover that the tubers lie scattered and in most cases they will have fallen from the haulm.

Handling the tubers.—Take up the haulm and shake free any remaining tubers, tossing the stems aside on to a heap. If the earth is inclined to stick, gently run the hand round the tubers, working off the adhering soil. This done, fork over the side of the drill to expose any outlying tubers. At the same time any damaged or diseased tubers should be tossed into a separate pail.

What to do with the haulm.—In cases where a crop is diseased it is advisable to cut back the whole of the haulm a week before the crop is to be lifted. All haulm thus cut away should be immediately burned. Where the crop is lifted in the ordinary way the haulm can be tossed on to the rubbish heap for subsequent burning, but we advise immediate destruction.

Pre-Cooling Plants for Apples Advocated

A MUCH-IMPROVED Nova Scotia apple product in the overseas market will result from the establishment of pre-cooling plants in the Annapolis Valley, it is believed by prominent shippers. Three pre-cooling plants are to be established in the valley by the Federal Department of Agriculture, it was announced recently at a directors' meeting of the United Fruitgrowers of Nova Scotia. The announcement that such plants would be established at Bridgetown, Port Williams and Wolfville was made by F. W. Bishop and O. A. Jess, who returned from a conference with officials of the Dominion Fruit Branch at Ottawa.

Pre-cooling plants were advocated by many witnesses testifying before the Royal Commission investigating the apple industry last April, on the ground that these plants would facilitate the keeping of fruit in prime condition for shipment to the overseas market.

EXHIBITION SECTION

The Daily Colonist.

(ESTABLISHED 1858)

AUGUST 18 TO 23

NO. 214—SEVENTY-SECOND YEAR VICTORIA, BRITISH COLUMBIA, SUNDAY, AUGUST 17, 1930

Dazzling Display of Auto Progress

AUTO SHOW DISPLAY WILL REVEAL EVERY BIG IMPROVEMENT

Entire Building at Willows Park Has Been Given Over to Automobile Exhibits by Victoria Dealers—Demonstrating Very Latest Accomplishments in Design

Impressive Example Seen Of Up-to-Date Advances

This Magnificent Exhibition Shows How Cars, Today One of the Imperative Necessities of Life and Modern Business, Are Near to Pinnacle of Perfection

EVERY year brings forth vast changes in the motoring world, an ever-increasing standard, met and forstalled by experts with their fingers on the pulse of fickle public favor. The layman, observing the latest product of this ever-progressive industry, cries each year that perfection has been at last achieved, yet every season sees still greater accomplishments in the field of power, performance, simplicity and beautiful design. Such is the display that will be featured at the Auto Show, held at the Willows Park during the coming six days. Outstanding examples of improvement in design, power and manufacture will be shown by the various automobile dealers as typical of the strides in 1931 models.

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As cars have become first a rich man's plaything, then a commercial venture, to occupy the present position of what amounts to one of the necessities of life and certainly of modern business, an educated public has sprung into being, no longer content to take the manufacturer's bare statement of quality, but demanding concrete tests, solid proof of an automobile's durability and quality. To meet this demand have come into existence the various amazing trials to which different cars have been subjected; with the resultant betterment and advance of the entire industry.

Only a few years ago the auto was supposed to have reached the pinnacle of perfection, then it was that it went under microscopic analysis with a view to refinement and simplifying. A comparison of the product of but five years ago and that of today will afford an impressive example of the strides that have been compassed by scientific study. The new models shown in this exhibition have lifted the standard to a still higher level.

TREMENDOUS PROGRESS

With the spectacular increase of motor traffic it has been a continual war of invention and innovation for the designers to keep abreast of the modern conditions. Acceleration, engine power, actual riding comfort, have been added to the demand for lower swung bodies and better braking facilities that make for safety. These have had to be fulfilled, together with the introducton of greater beauty. A cursory glance at the 1931 models will show the tremendous progress made in sweeping line and graceful contour.

Whether or no the visitor is a prospective purchaser—and what man is not—a present car owner, or merely a spectator, this display of glittering models is one that should not be missed.

The entire building has been given over to the display of the automobiles by the dealers, fourteen in number, and has been tastefully decorated with a floral design sponsored by the whole organization, giving a far more striking effect of cohesion than if the decorations were in the hands of each dealer individually. A constant background of music will be supplied, adding to the glamor of the subdued murmurs of the crowd, the constant movement and the array of shining cars.

CREDIT DUE ASSOCIATION

Great credit is due to the Victoria Automobile Association, under the management of which the auto show has been staged. The active officers whose efforts have been largely responsible for the promised success are: J. M. Wood, president; Colonel T. B. Monk, secretary; William M. Moore, honorary secretary, and A. E. Humphries, ex-president.

The dealers displaying cars are as follows: Thos. Plimley, Ltd., Begg Motor Co., Ltd., National Motor Company, Ltd., Eve Bros., Ltd., Atkinson Motor Co., Ltd., A. W. Carter, Ltd., The Motor House, Ltd., H. A. Davie, Ltd., A. E. Humphries, Ltd., McRae Meldrum Motors, Ltd., Hupmobile Sales & Service, Ltd., and the Confederation Motors, Ltd.

HUDSON AND ESSEX WIN PREMIER AWARDS

In Each Event These Cars Were Entered They Occupied the Leading Positions

American-built automobiles continue to dominate stock car endurance, reliability and speed tests over long and short distances in European competition. The Hudson Motor Car Company, entering Hudson and Essex cars, alone has won many famous trophies during the past year, and against the largest fields ever attracted in these events.

Among these trophies are: The Ansaldo Trophy, premier award in the Tour de France, which Hudson won for the second successive year this June; the Gold Medal, also of the Tour de France; the Spido and Dunlop trophies offered by the French Automobile Club to the two leading cars manufactured by the same company. Hudson and Essex won these. Three Hudson great eights finished equal firsts to win the City of Warsaw Trophy, the silver cup, the bronze cup, the automobile club cup and a cup offered by an oil company, in addition to three gold badges. This was in the Polish International Reliability Tour.

Essex still holds the "Circuit of the Ports" awards, having won first place in the "Circuit of the Ports" test staged by the Motor Club of Spain.

All of these tests are the principal reliability tours of their respective countries, the equivalent of the United States Indianapolis Speedway classic. In each event the Hudson and Essex cars were entered they finished in first place, except when an Essex was entered in the same test as a Hudson and the Essex placed second to the Hudson. All the awards are made to the cars finished with the smallest number of penalties, and in each case the Hudson and Essex cars finished without a single penalty.

Alcohol Used as Fuel

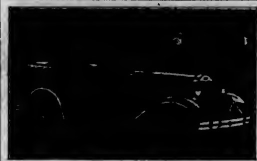
Alcohol was the fuel used to drive a special engine on an experimental train between San Paulo and Rio de Janeira recently. The motor was installed in the forward section of a passenger coach, and had four speeds forward and three in reverse. It has attained a maximum speed of fifty-two miles an hour. The alcohol fuel is a special product of the State of Pernambuco.

THINGS TO REMEMBER

A long tour should never be undertaken unless a thorough inspection is made to the gas lines, oil lines, tank and ignition system, fuses, coils, radiator, tires, tubes, etc. When found to be in good condition or carefully replaced and repaired, see that a complete list of accessories is included in the tool and emergency kit.

A big difference in cooling efficiency of the engine is noticed if a hose is placed behind a radiator and the cells are cleaned of dirt that has become caked within the fins.

New Ford DeLuxe Phaeton



A DE LUXE phaetna, reflecting all the beauty of a custom built car, has just been introduced by the Ford Motor Company of Canada, Ltd. This latest addition to the Ford passenger car line, pictured above, is distinguished by its low, rakish lines, high sides, low seats and adecided sport traetment throughout.

HOME GAS IS BIG FAVORITE

Is Distributed by 100 Per Cent Western Canadian Company

KNOWN ALL OVER B.C.

The rapidly-expanding and constantly-extending business of Home Oil Distributors affords a striking illustration of the possible development of Western Canadian industry and business by Western Canadians themselves.

This is particularly true of British Columbia, within whose boundaries it has extended its field to such an extent that Home Gas is now a household word, and its well-known red, cream and green flag, designating Home Gas Service station, is in evidence in practically every part of the province. Its marine stations dot the coastline of British Columbia all the way from the international boundary to Prince Rupert.

In the space of only a few years it has built up a business from comparatively insignificant beginnings to a point where the company's standing ranks high in the business turnover of the province, and the operation of its North Vancouver refinery, the maintenance of its distribution service and the hundreds of service stations at all points throughout the province has built up a payroll that means much in the industrial life of British Columbia.

Great credit is due the Western Canadians through whose enterprise, vision and energy this business was established and through whose efforts a programme of expansion and extension has constantly been—and is still being—maintained. For Home Oil Distributors, Limited, is a 100 per cent Western Canadian Company, not a dollar of whose stock is held by other than Western Canadians.

NORTH SHORE REFINERY

Home Oil Distributors, Ltd., is best known by Home Gas, which is a strictly British Columbia product. Every gallon of the hundreds of thousands which are used by British Columbia motorists and owners of marine craft comes from the company's great refinery on the North Shore of Burrard Inlet.

In the course of the past few years this refinery has been more than trebled in size and storage capacity to meet the growing demand for Home Gas. In the development of the refinery Home Oil Distributors, Ltd., has taken advantage of every advance step in the business of refining and its plant now represents one of the most complete and efficient refineries on the Pacific Coast.

The company has always jealously guarded the quality of its product and Home Gas occupies the commanding position it holds today throughout British Columbia because that quality has been constantly maintained. In addition to providing the most up-to-date equipment at the refinery the company makes use of exclusive patents in the fractioneting of its product which make for better quality.

It is worthy of mention that in all the great expansion and extension works carried on by Home Oil Distributors, Ltd., the company has rigidly observed the policy of using and favoring products manufactured in British Columbia and also having its work done by local workmen where extension is carried on at outside points. A British Columbia company itself, it believes in fostering British Columbia Industry.

PUBLIC SERVICES

The company has ever been on the alert to provide service for its patrons all over British Columbia. Under its auspices meetings of its dealers are held from time to time, both in the cities and at outside points, at which service problems are discussed and steps taken and information provided whereby better service may be given the public.

The directors of Home Oil Distributors, Ltd., under whom has been built up this great business which means so much to British Columbia are: W. J. Blake Wilson, president; Major Austen C. Taylor, vice-president; K. W. Boultbee, secretary-treasurer; H. G. Fowler, general manager. Directors: Colonel Victor Spencer, George Kidd, C. V. Cummings, George S. Harrison.

GARAGE PROTECTS CARS

A new type of garage has been opened in Berlin, Germany. Each vehicle is given an individual cage, which can be locked, preventing the car from being marred by other cars, and keeping inquisitive people away.

REPAIRING FUEL PIPE

When a crack develops in the fuel line, an emergency repair may be made as follows: First shut off the supply at the tank. Now apply a layer of friction tape to the pipe, then a layer of heavy tape and another of paper until three or four layers of each have been applied. Though the gasoline may soak through in time, this repair will be satisfactory until the line can be permanently repaired.

BILLY ARNOLD MAKES TEST OF CORD CAR

Takes Front-Drive Auto Nearly 5,000 Miles on Roads as Further Proof

When Billy Arnold, youthful Chicago racer, drove his front drive car to a spectacular victory at the Indianapolis Speedway last Decoration Day, he got his first thrill in driving a front drive car.

Billy's walk-away at the race, in which he made only a single stop during the 500 miles, and that for gas and water, and the ease of operating the car, led him to buy a Cord front drive passenger automobile soon after the race to test out the principle on actual roads.

In a letter to R. H. Faulkner, vice-president of Auburn, after he had owned his Cord thirty days, Arnold says:

"After driving my Cord cabriolet 4,800 miles, my enthusiasm has carried me to a point to express my true opinion of the Cord automobile.

"I am enjoying motor thrills that I have never experienced heretofore in any other motor car. The front drive principle in my estimation is the greatest piece of engineering achievement of this day and age.

"A person must really drive the Cord to appreciate it. While it has beauty that the eye immediately feasts upon, words in my mind are too inadequate to explain its superiority in performance.

"In my experience driving race cars through gruesome tests, I can appreciate the motor car that has stamina and with the low centre of gravity made possible in the Cord construction I many times feel as though I were riding with the thrills of air maneuverability due to its remarkable cling to the road on turns.

"My recommendation, to an automobile critic is to drive the Cord if they really want to own the last word in motor car performance."

Some Suggestions For Drivers Out On Summer Trips

MOTORISTS who plan long trips during their Summer vacations will save themselves time, trouble and expense by heeding the following driving suggestions: See that the car is well lubricated, paying special attention to the steering mechanism to assure ease of steering. Tires should be inspected and if they show signs of wear, should be replaced with new ones. Be sure to keep tire pressure correct at all times. Fast driving is especially hard on tires. When driving over white concrete roads, a pair of tinted driving glasses will greatly relieve eyestrain and add to the comfort of the trip. See that the storage battery is fully charged and is sufficiently filled with water to protect the plates. It will be necessary to refill it often during the hot weather.

PACKARD CAR MOTORS HAVE EXTREME TESTS

Every Eight Has to Undergo Exhaustive Proofs Verifying Auto in Every Detail

Motors which go into Packard cars receive the same kind of testing and factory inspection that is employed in turning out the finest airplane motors. Each is run for many hours under the eyes of experts before it is placed in the car.

Each Packard eight motor is run for the equivalent of more than 500 miles on a "jacking in" stand with an electric motor furnishing the power. It then is operated under its own power on a dynamometer where it undergoes exhaustive tests. Later each motor is torn down for an inspection of the working parts.

Even then it has not finished with test work for each completed car is sent out on the road for a driving test under conditions as closely resembling those to which the average car is subjected as possible. It is driven in traffic and out on the open road at maximum speed until the inspectors are completely satisfied with its performance.

By attaching a sponge to the end of a pipe, the burden of washing the car will be greatly lessened. In this manner the force of the water is broken, which prevents marring the finish of the car and avoids splashing. In addition to this, only one hand is required and inaccessible places are easily reached.

World Champion
PRESIDENT EIGHT
Now *122 horsepower*
130 inch and *136 inch wheelbases*
$3100 to $4250, Delivered at Victoria
WITH STANDARD EQUIPMENT
Six Wire Wheels and Six Tires on State Models

World Famous
COMMANDER EIGHT
Now *101 horsepower*
124 inch wheelbase
$2675 to $2995, Delivered at Victoria
WITH STANDARD EQUIPMENT
Six Wire Wheels and Six Tires on Regal Models

free wheeling

Studebaker's epochal contribution to motoring—*the sensation of 1930!*

WHAT is Free Wheeling?

This is the question thousands of motorists are asking.

Free Wheeling is the second milestone in automobile development.

The first was the electric starter in 1912.

The second is Free Wheeling *with positive gear control*, pioneered by Studebaker in 1930—an exclusive Studebaker feature, manufactured under Studebaker patents, and available only in the new President and Commander Eights.

Due to Free Wheeling *with positive gear control*, you can shift from high to second, back and forth, at 40—50 miles an hour, and never touch the clutch. *You need use the clutch only to start or back up.*

For the first time in a motor car you get the full benefit of momentum automatically. When your car has traveled 10,000 miles, your engine has "worked" only 8,000 miles.

The braking power of your engine is available as readily as in conventional cars. Yet your car glides along, in gear and fully controlled, but free and silent as though there were no gears.

You save 12 per cent on gasoline, 20 per cent on oil—even more in heavy traffic. Strains on engine, transmission and rear axle are lessened; tire life is lengthened.

There is nothing new to learn—for driving the new President and Commander Eights is simplicity itself. Your steering gear rights itself after a turn—the car swings to "straight ahead"—holds its course true without your tugging at the wheel.

Words and phrases cannot adequately describe the sensation of Free Wheeling *with positive gear control*, but a demonstration will make it clear to you.

The new President and Commander Eights are larger, more beautiful, with many refinements, but above all, they give you Free Wheeling *with positive gear control*, which cannot be obtained in any other cars in Canada.

Come, experience for yourself the first really new development in motoring in years—an achievement of Studebaker's 78 years of manufacturing progress.

You shift from high to second, back and forth, at 40—50 miles an hour, and never touch the clutch.

You need use the clutch only to start or back up.

The braking power of your engine is available as readily as in conventional cars.

For the first time in a motor car you get the full benefit of momentum automatically. When your car has gone 10,000 miles your engine has "worked" only 8,000 miles.

You save 12 per cent on gasoline, 20 per cent on oil—even more in heavy traffic.

Strains on engine, transmission and axle are lessened. Tires wear longer.

There is nothing new to learn—Free Wheeling with positive gear control is simplicity itself. You drive just as you do in a conventional car.

Positive Control

With Free Wheeling under positive gear control, the full braking power of your engine is instantly, easily and always available in all speeds—high, second and low—for use whenever you desire it.

Jameson Motors, Ltd.

DISTRIBUTORS OF STUDEBAKER AND ERSKINE CARS ON VANCOUVER ISLAND

740-750 Broughton Street — Phone 2246

New Series STUDEBAKER SEASONED EIGHTS

Delivers a big surplus of mileage

You can drive a long, long distance before the new tough *"Resisto"* tread of the "GP" Gum Cushioned Tire shows signs of wear . . . This is our improved tread which gives 47½% greater resistance to the abrasive action of high speeds and sudden stops . . . a percentage proven by actual scientific test . . . You can get these super-strength tires at any Gum Cushion Tire Station.

"Built Better to Wear Better"

Gutta Percha & Rubber, Limited
TORONTO

The Largest All-Canadian Rubber Co. Founded in 1883

This Road Guide is Yours

We have compiled a most complete Road Guide containing maps and interesting data of all the Provinces. Clip out this advertisement, take it to the nearest Gum Cushion Tire Station and get a copy free.

B.C. TIRE HOUSE
612 PANDORA AVENUE

GEO. BONE
Prop.
PHONE 2158

Simplicity of Operation Is Keynote

Tempers Saved by Ease in Handling And Driving Cars

Facile Gearshifting, Four Speeds, Internal Geared and Herringbone Transmissions Are All Intimate Parts of Salesman's Vocabulary in Selling New Automobiles

Many Real Improvements This Year

By J. EDWARD SCHIPPER, S.A.E.

ONE saying that has been knocked into a cocked hat by the automobile industry is that old bromide, "There is nothing new under the sun." It is reasonably certain that as long as there is an automobile industry there will be a steady march along the road towards that elusive goal, perfection. The milestones along this road are the improvements that are made each year. Many of these really do constitute new things under the sun, and this year there is no dearth in these improvements.

In fact, there seems to be an unusual number of real important improvements this year, particularly along the lines of devices which make the car easier to handle and generally more satisfactory to drive. At least one of these changes, free wheeling, introduced by one of the manufacturers, is distinctly new to the North and will be of deep interest to those in the industry as well as to the motoring public. There are two opinions as to its value.

Less radical perhaps, but nevertheless of tremendous importance is the crop of silent, easy-shifting transmissions of both three and four speeds, which not only make the car more quiet but very much more pleasant to handle. While in this country we have made detailed changes in the sliding selective type of gearbox and the friction type clutch in our new models, on the other side of the water we find very radical departures in the construction of clutch and gearset. Such things as hydraulic clutches, infinite-range transmissions, etc., unknown to American builders, are being offered as standard on some of the foremost British and Continental products.

American engineers long ago learned that they could not afford to be smug and self-satisfied as regards mechanical development. And, while it is safe to say that today we lead the world in automotive engineering, this does not prevent a very representative group of American engineers from journeying abroad every year to make a very close study of the cars exhibited at the London, Paris and Berlin shows.

CARS EASIER TO DRIVE

The constant study of the transmission problem, both at home and abroad, is what has led to the noteworthy improvments this year. The cars of 1931 are certainly easier to drive if only for the improvements in the transmission and gearshift alone. Those cars which are featuring four speeds are actually offering a practical choice of two high gears, because the third speed is so quiet that it is no longer a discomfort to use it for driving over long periods of time.

The new gear forms are permitting quiet operation and the greater use of internal gears and clutches in connection with the constant mesh type of transmission has really resulted in making shifting very easy. In the case of the car with the free wheeling, because of the overrunning clutch mechanism employed, an entirely new set of conditions is experienced in driving. It is not necessary in the case of this car to even touch the clutch in making certain shifts.

Ease of shifting certainly should make the public less reluctant to shift gears. It is the prediction of this writer that because of the removal of this prejudice against shifting which has always been considered a fundamental characteristic of American drivers, that European and American practice will draw closer together and may result in remarkable changes in transmission practice in the years to come. It is certain that the day has passed when you can tell a good driver by the way he shifts gears. On most of the new cars a six-year-old child can shift as well as an old-timer, in making the ordinary gear changes.

CHOICE OF SEAT POSITION

Adjustability of seat position and steering wheel angle are two additional features that make the newer cars easier to drive. On some of the new cars there are three or four choices of position for the steering wheel location and quite a wide range of seat position. This variation makes it possible to accommodate the physical characteristics of the driver so that he or she may sit in comfort and drive instead of having to assume a posture that may be far from comfortable. The difference in the amount of fatigue which a person suffers after a long drive is very largely determined by the degree of comfort in driving. Securing the right combination of steering wheel tilt and driving seat position provides the answer to the question of comfort.

ENGLAND INTRODUCES NEW TRAFFIC LIGHT

System Is Looked Upon as Advance Step in Safety Measures Along Roads

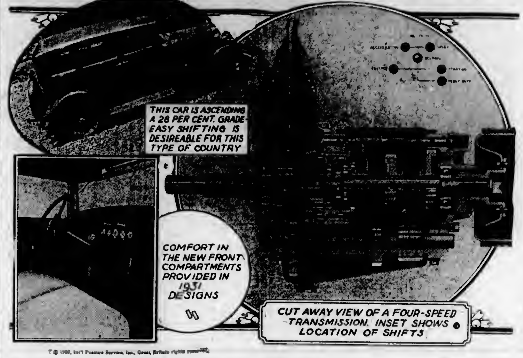
England is experimenting with a new type of traffic light, which is said to be much superior to the ordinary light on a pole. The new system calls for a line of electric lamps buried beneath small glass lenses, flush with the pavement, or inside a glass-topped trough across the road. These lights make an illuminated line across the roadway when traffic is to be stopped.

One way in which this system seems an improvement is in stopping the evil and yet common practice of "creeping." Most motorists indulge in this stealing habit, and familiarity with the habitual changes from red to yellow to green gives them a degree of contempt. At any rate, whatever the explanation, the same motorists do not take such liberties with the illuminated stop line; they seem more willing to obey it implicitly.

The conclusion is reached that the new system is an advance step in safety measures.

All-steel airplanes are being constructed in France, equipped with 800-horsepower motors, and have a speed of 167 miles an hour.

Flexibility Figures Heavily in 1931 Models



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UNION OIL CO. HAS BIG PLANT

Service Stations Throughout B.C. Aid in Making Western History

PROGRESS IS ASSISTED

Where the traffic lights flash "go"—where fishing launches take a harvest from boisterous Northern seas—where airplanes blaze wilderness trails over last frontiers—gasoline plays its part in the lives of men.

The prosaic word "gasoline" is written in the chapter entitled "Progress" in the colorful pages of Western Canada's history. It is part of the new romance of the West, as inspiring as old tales of covered wagon adventures, explorers and fur traders.

The Union Oil Company of Canada, Limited, has a part in this great adventure. Its wholesale service stations are located in practically every town in British Columbia where the great "masters of the road" fly along paved highways or wheezy old-fashioned cars ascend some mountain road.

Far up the coast of British Columbia gasboat skippers whose lives may sometimes depend on their power plants call at Union Oil marine stations. Great five-ton trucks, lifting burdens of rock from deep excavations for towering office buildings, rely on good gasoline to get the job done on time. And across Northern skies in zero weather pilots of airplanes explore untraveled wilderness and maintain communications with civilization through the power of gasoline.

CONTRIBUTES TO PROGRESS

In the less romantic affairs of commerce, gasoline contributes to progress — speeding business in cities, carrying passengers and freight, doing a hundred tasks.

From an entirely different angle the Union Oil Company of Canada, Limited, contributes to Western progress. Approximately 250 workmen are now employed in British Columbia by Union Oil. Investments in British Columbia include refinery, wholesale service stations, marine stations, scows, trucks and other equipment. Payroll totals $500,000 and large sums are contributed through taxes.

The Union Oil Company was established in British Columbia in 1912 in the marketing of fuel oil. Union refined products have been on the British Columbia market since 1922. Recently the company introduced the new Union Summer gasoline, made in British Columbia from a formula perfected after intensive laboratory and road tests in the central laboratories of the Union Oil Company. Motorite, new Union motor oil for high-compression motors, is also a new Union product.

RIGID TEST MAINTAINED

In British Columbia, where progress moves at faster tempo—where the wilderness is being conquered by resolute men whose lives may rest on the functioning of gasoline-driven engines, the uniform high quality of gasoline is imperative. Rigid testing for uniformity is scrupulously maintained in the manufacture of Union gasoline, so that the motorist on city streets or the pioneer in some remote and desolate section of the West may place faith in Union gasoline.

WHAT IS A CONDENSER?

The condenser is a small attachment with a big purpose. Many drivers do not even know of its existence until it fails, which, by the way, is very seldom. As the condenser is something built within the coil, it can not always be replaced without replacing the entire coil.

The condenser acts as a sort of a storehouse, for storing the current, but for short periods only. The current is stored between the plates of the condenser until the breaker points open. Then the current feeds back through the ignition coil in the reverse direction, and in so doing, rapidly cuts down the magnetism of the field in the secondary winding. This produces a hot, fat spark, and at the same time prevents burning the points.

WATCH OLD TIRES

A tire which has had a major repair made on it is always stiffer at the point of repair, and, when in use, will generate more heat at this point than elsewhere. It is therefore advisable to avoid speeding if the repair is to be made a worthwhile investment.

How fast the new car should be driven in second gear is something of a puzzle to some car buyers. It should not be. The rule is to drive only half as fast in second as is prescribed for high speed. If the latter is thirty miles an hour, then, in second, one should limit oneself to fifteen. In low, from five to seven is about right.

LUXURY INTRODUCED IN TOURIST CAMPS

All Modern Conveniences Will Be Provided at Moveable Hom in Australia

SYDNEY, Australia, Aug. 16.—New luxury will be introduced into the arid areas of Central Australia by the tourist camp which the Commonwealth railway department is about to establish here. Camps which will be moved every day or two will be electrically lighted; there will be portable showers, radio receiving sets and portable gramophones. The catering, too, received particular attention. Experienced cooks will provide elaborate menus which would do credit to a first-class hotel.

Lord Somers, Governor of Victoria, will take part in the first of the camps, each of which will occupy a fortnight. During the fortnight 500 miles will be covered, camp being changed each day.

A responsible railway official will accompany each party, and for short trips to more inaccessible points camels and donkeys will be used. The whole scheme brings astonishment to the hardy pioneers who, like the early settlers of the Canadian West, never dreamed of radio and electric lighting, and depended on nature for their "showers."

Merchants!

We Have the Answer to Your Delivery Problems

The 1931 Harley-Davidson Special Commercial Motorcycle

Economical, Dependable, Rugged, Low Taxed

Dick Shanks

Distributor for Harley-Davidson Motorcycles on Vancouver Island

923 Fort St. Victoria

Phone 1046

SUPER-SERVICE From a Modern Station

Gas, Oil, Washing — Greasing — Tire Repairs — Vulcanizing — Batteries

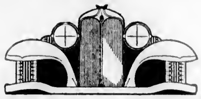
Prompt and courteous service is supplied, together with efficiency gained through the most modern equipment and up-to-date methods. Every man is an expert.

Open 7 A.M. to 11 P.M.

.A McGAVIN

Southwest Corner of Quadra and Pandora Phone 3869

SERVICE STATION



WALTER P. CHRYSLER PRESENTS TWO NEW STRAIGHT EIGHTS

All progress is change.

Only by change do man and the factors of his civilization move from the lower to the higher state; from the cruder to the finer development.

Our Chrysler engineers devote their lives to study, to analysis, to experimentation. And out of this constant searching and trying come the knowledge, conviction and decision that lead to progress.

In announcing two complete lines of New Straight Eights, in addition to our lower-priced Chrysler Sixes, we now register our most important change and progress — all designed, all worked for, all created to give the world better and more satisfying transportation.

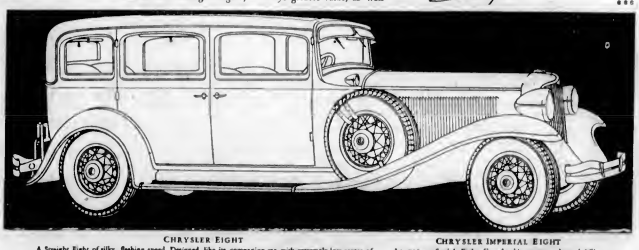
In our progress there is no departure from fundamental principles.

To maintain public approbation, we must give always finer, more dependable, more dynamic car performance — must offer always greater value, as well as cars better suited to the needs of modern transport.

Thus, our latest Chryslers—the new Chrysler Eight and the new Chrysler Imperial Eight—containing as they do, outstanding engineering and style improvements — are, we believe, milestones along the course of automobile progress.

We are proud and eager to submit these cars to the inspection and test of the public.

W. P. Chrysler



CHRYSLER EIGHT

A Straight Eight of silky, flashing speed. Designed, like its companion car, with extremely low center of gravity. Multi-Range four-speed transmission. Chrysler weatherproof internal hydraulic brakes. Prices: Standard Models—Roadster $1915; Coupe $1915; Sedan $1950—Special Coupe $1960; Special Sedan $1995; Convertible Coupe $2130; Sport Roadster (including 6 wire wheels and tires, 2 fender wells, trunk rack and top boot) $2130. All prices f.o.b. factory including standard factory equipment (*freight and taxes extra*).

CHRYSLER IMPERIAL EIGHT

A sumptuous Straight Eight of breath-taking power and speed ability. Beautiful beyond words. Built to the finest standards in every detail. Offered in four magnificent body styles: Seven-Passenger Sedan, Sedan-Limousine, Five-Passenger Sedan, Close-Coupled Five-Passenger Sedan. Arrange with us for an immediate demonstration.

See the Special Chrysler Display at the Victoria Exhibition, August 18 to 23

THOMAS PLIMLEY, LIMITED

1010 Yates Street — CHRYSLER SALES AND SERVICE — Phone 697

Visitors Drawn by National Parks

Tourists Offered Many Charms in National Parks

Good Roads Lead to Them and Continue Within Their Confines—Numerous Fine Camp Sites Are Provided in Scenery Which Is Unparalleled Throughout the Rest of Canada

Good Roads Bring Remarkable Results

THE national parks of Canada offer attractions to motorists for several reasons, but perhaps the primary one is the multiplicity of good roads leading to them and their continuation within their confines. Other attractions consist of the ease of access to all points of interest within the parks, numerous good campsites, and, of course, scenery unparalleled in the rest of Canada. As a matter of fact, to the motorist of Chicago or the Middle West the trip offers everything he can desire in scenery—scenery comprising practically every known type on the American continent.

For, of course, the experienced American motorist will make the first part of the trip through the great American West, for the best points of entry of the major Canadian national parks, most of which are in the Rockies or the Selkirks, are all west of Winnipeg. But the motor clubs can best give advice on the routes to travel to arrive at the parks—this often depends on the starting point of the motorist.

MANY MILES OF ROAD BUILT

One of the best known of all the eighteen national parks in Canada is Rocky Mountains National Park in Alberta, and a very brief resume of the development of this park from the tourists' standpoint shows that is practically the typical development in all the parks. Before proceeding it might be well to emphasize that the primary object in the establishment of this and other national parks was for the recreation advantage of all the people.

Naturally, then, one of the first necessities to bring these great regions within the reach of the people was to make them easy of access. This necessitated the building of roads, and many, many miles of trails. Of this, however, more anon. Other works for the proper accommodation of those who made use of the area in this and other parks were necessary, although improvements were always made with the idea of maintaining park areas, in so far as possible, in their primeval state.

ACCOMMODATION PROVIDED

The headquarters of Rocky Mountains National Park are in Banff, Alta., which is a Government townsite. Here are eighteen good hotels and camps with rates to suit the pockets of nearly all. Throughout the park are many motor campsites, laid off in sections. In each section is a shelter wherein is a large cookstove. Fuel is supplied free, but the camper must cut up his own firewood. For this purpose axes and saws are provided.

At the cave and basin springs near Banff, the Government has erected a large swimming pool—one of the finest on the continent. An eighteen-hole golf course at an elevation of 4,500 feet is situated just below the junction of the Bow and Spray rivers, and in connection with this there is a small clubhouse for visitors.

The above gives some idea of the construction work carried on in Rocky Mountain Park; similar works for the benefit of tourists exist in most of the large parks in Canada.

MOTOR ROADS DEMANDED

To come to the question of roads, experience has shown that tourist traffic to the parks is dependent on two factors: Scenic areas and the accessibility of such areas. Almost since the inception of the national parks it has been the policy to build trunk roads with trails as feeders. The coming of the automobile demanded a new type of road from the old. The old traffic artery would not do—the new method of travel demanded the evolution of a road which motor cars could travel quickly and in comfort and safety.

Fifteen years ago the only two national parks accessible by motor car were Rocky Mountains by a road from Calgary to Banff, and Waterton Lakes by roads from Pincher Creek and Cardston. At that time there were a million cars in the United States, with one car to every hundred persons. These figures were thought remarkable, as no one dreamed of the increase in cars to come.

As long ago as 1911 surveys had been made for a road from Calgary to Banff, traversing the Rocky Mountains National Park and then across the Vermillion Pass to the Columbia Valley. The Alberta Government undertook to build the section from Calgary to the park, the Dominion Government the park section, and the Province of British Columbia the western end of that province. By 1914 the two eastern sections were opened for traffic and part of the work on the British Columbia section was completed. The outbreak of the war put an end for several years to these operations. The project was again taken up at the close of the war and by 1923 the new road, known as the Calgary-Banff-Windermere Highway, was completed.

The Banff-Windermere section was the first highway construction on a really large scale in the national parks, and the heavy tourist traffic which swept over the park section of the roadway justified the policy of road building in no uncertain fashion, for the first Summer the road was in use 4,534 automobiles traversed this road. In 1926, three years after the opening, automobile traffic had increased to 13,667 cars, bringing in some sixty thousand visitors.

UNSURPASSED GRANDEUR

The section from Banff to Calgary had also shown a remarkable increase in traffic during the same time. In 1923 automobiles to the number of 11,403 passed through the Kananaskis Gate, the eastern entrance to Rocky Mountain Park, on this road; in 1926 there were 36,901 cars counted. Thus it can be seen that a very large percentage of the nearly 137,000 tourists who visited the park served by the highways were attracted by good roads.

The importance of the road lay in the fact that it not only gave access to the great eastern park and afforded a way across the central ranges of unsurpassed scenic grandeur, but it also linked up both the eastern and the western ends with existing provincial roads which led to the United States boundary line, thus placing the Canadian Rockies on the system of connecting highways known in the United States as the park-to-park or grand circle tour.

COACH ROAD STANDARDIZED

In the meantime, the old wagon trail across the Crow's Nest Pass to the south had been brought up to motor requirements, thus forming a 600-mile loop within Canada. From Pincher Creek on this highway an extension of thirty-five miles leads to Waterton Lakes National Park, adjoining the United States Glacier National Park at the international boundary.

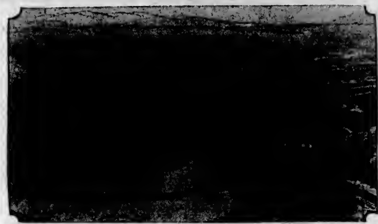
Even before the Banff-Windermere Road was completed another region had attracted the attention of the motoring public. This was Lake Louise, considered the gem of the Rockies, the most beautiful of all those magically tinted lakes which have made that region world-famous. To meet this demand, an extension of thirty-five miles, forking from the main highway between Banff and Castle, was constructed to Lake Louise and the coach road from Lake Louise to Moraine Lake widened and standardized.

A recent most remarkable increase in tourist traffic as a result of good roads was the phenomenal increase into Yoho National Park in British Columbia following the opening of the road from Lake Louise to Field, British Columbia. In 1925, before this extension was made, visitors to this park numbered a scant 6,000 and the following year, when the road was formally opened, 30,000 people entered the park, the majority of them being motorists. This is a striking proof of the value of good roads in attracting tourists.

The road from Lake Louise to Field was completed, and thrown open to traffic in 1926. Yoho Park adjoins Rocky Mountains National Park along the Continental Divide, and the link completed to Field was but a small portion to another contemplated loop from Lake Louise down the west slope to Field, thence westward to Golden and south along the Columbia to the western gateway to the Banff-Windermere highway. This road is known as the Kicking Horse Trail, and last Summer was formally opened. There are no figures available as to automobile traffic so far, but indications point to it being heavy, and from the interest expressed in inquiries, there is no doubt of its value in attracting tourists to a region hitherto inaccessible to motorists.

Today the project of a highway from Edmonton to Jasper, giving access to Jasper National Park in the northern Rockies, is receiving attention. During the past few years, the Dominion Government has put under construction the section within the park from Jasper to its eastern boundary. Last Fall the road was completed to within a few miles of the boundary. Although plans were made for its completion, it was not thought necessary to complete construction until the provincial section from Edmonton west had been further advanced.

Leading to One of Longest Straight Roads



The Famous Grapevine, a Popular Highway Winding at Varying Grades Between Los Angeles and San Francisco, but Leading to an Absolutely Straight Road, Which Reaches as Far as the Eye Can See—One of the Longest Straight Roads in the World.

SCIENCE HAS AIDED YIELD OF RUBBER

Your Tires Represent Entire Year's Growth of Crude Material From Eight Trees

"Few modern motorists realize that the tires on the vehicles in which they ride represent an entire year's output of crude rubber from no less than eight trees," said Alex A. Gray, president of one of the largest tire companies in America.

The world average of rubber tree production is about four to five pounds each year per tree.

Research and experiments in selective planting, conducted on plantations in Sumatra, have proved that the average per year yield of rubber trees can be increased from 100 to 150 per cent.

This high development in method of rubber raising was explained by J. B. Ingle, manager of a plant's Orient branch, who returned to Akron recently on furlough.

"The average per tree yield for one year in the past has been four to five pounds," says Ingle. "Now we are getting eight pounds and even more from many trees.

"Buds from high-yielding trees are now grafted to healthy young stumps. Young trees are then set out with approximately 250 trees to the acre. When four years old, these trees are test-tapped to determine their yield. The low yield trees are gradually thinned out until eventually only eighty-five or ninety, all of the high yield variety, remain to the acre. By this method the trees are provided with ample room to grow in when they arrive at full maturity, which is at the age of about ten years. Usually trees on the average plantation are tapped at five years.

"The research department experiments constantly to improve stocks by selecting the extra high yield trees as mother trees for future plantings."

TROUBLES SHOW UP WITH FAST DRIVING

It isn't so convenient an arrangement, but the truth is many kinds of trouble show up only when a driver is starting on a trip and needs to go reasonably fast. Just such a case was recorded by a service man, who went to the rescue of an owner who had got only a few miles' start on his vacation.

The trouble showed up as a most startling and persistent form of back-firing. There was so much confusion in the ignition that flame actually appeared under the hood when the machine got up to around thirty-five or forty.

Having met similar troubles before, the service man immediately suspected the ignition wiring. Watching carefully as the owner accelerated the motor he found that the insulation wasn't heavy enough to prevent current from jumping to the conduit. A combination of speed and heat, of course, made matters worse.

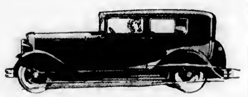
A New Street Searchlight

One of the New Searchlights Which Will Replace Street Lamps Following Experimental Lighting of the Manchester Road, Near Altrincham, England. The Success of the System Is Causing Attention.

Buy *with* confidence

THE YEAR'S

Greatest Values



ALWAYS FAR IN ADVANCE—*The Newest Improvements Now*

Check and compare any Graham model against the entire market, and on the score of quality, fine features and price, the Graham will convince you that nothing on the market can surpass its great value.

For example, these quality features in the Graham Town Sedan at $1235 make this car worth more in its price class than any car without them—

Four wide doors—115-inch wheelbase—spacious comfort, and riding ease.

6-cylinder—66-horsepower motor with 207 cu. in. displacement—power and performance rare and unusual at the price.

7-bearing crankshaft—81.4 sq. in. main-bearing area—ample insurance against main-bearing replacement.

Adjustable foot pedals with rubber pads, treadle-type accelerator and adjustable seats.

Hydraulic brakes—internal expanding, with big 12-inch drums—dependable braking.

Cam-and-lever steering—ease and surety in handling.

Generator and water pump driven by silent-chain.

Graham-built body—mohair upholstery—comfort, fine appearance, durability.

Shatter-proof plate glass throughout at the lowest additional cost ever placed on such equipment.

$1395 Delivered in Victoria Fully Equipped

Graham Standard Six Four-Door Town Sedan, $1395. Other Standard Six Models, $1495 and up. At Victoria, fully equipped. Standard and Special Eights, $2395 to $3495. Delivered at Victoria, fully equipped.

GRAHAM

QUALITY IS THE BEST POLICY

EVE BROTHERS, LIMITED

OPEN EVENINGS

908 Fort Street Phone 2552; Night Phones 4375L, 9171L

DODGE DEPENDABILITY

TRUE ECONOMY is more than price deep

Owners of the Dodge Six and Eight are gratified that the features which contribute most notably to the pleasure of owning these cars are also responsible for their economy, dependability and long life.

The carefully-perfected balance of the engines means less vibration. The floating comfort on the road means that the engine and chassis, as well as the passengers, are virtually free from shock and strain.

The strength and permanent silence of the Mono-Piece Steel Bodies reflect freedom from upkeep expense as well as greater safety. The internal weatherproof hydraulic brakes, which give such reassuringly positive stops, are self-equalizing—require no costly adjusting—reduce wear on tires.

Now, more than ever before, Dodge cars combine all of the factors you want most in a motor car.

Dodge Six—$1065 to $1115
Dodge Eight—$1400 to $1465

Prices f. o. b. factory including standard factory equipment (freight and taxes extra)

FOLLOW THE DODGE EIGHT MARATHON RECORD

To get an accurate record of the endurance of Dodge cars, a stock Dodge Eight-in-Line started on July 1st a continuous marathon run, flashing back and forth across the continent, piling up thousands upon thousands of miles. No greater demonstration of dependability has ever been attempted. Over 20,000 miles have been covered to date.

"CANADIAN-BUILT FOR CANADIANS"

DODGE BROTHERS SIX AND EIGHT

See the Special Dodge Display of the Victoria Exhibition, August 18 to 23

ASSOCIATE DEALERS

GRAY BROTHERS, LTD. Duncan, B.C. — McFARLANE MOTORS, LTD. Nanaimo, B.C. — S. R. RITCHIE Campbell River, B.C.

A. E. HUMPHRIES MOTORS, LTD.

925 Yates Street, Victoria, B.C. Phone 47

Two cars can NOW live more cheaply than one!

THE BANTAM AUSTIN will run 1000 miles for $8.03 (gas, oil and tires). The average sized car will run 1000 miles for $27.43 Both can be run (500 miles each) for $17.73

HERE'S A THRIFTY MATE for cars that squander gasoline. The bantam Austin is the car to run around in. Leave the large car at home for family use... the saving of wear and tear on it will soon pay for the Austin. And you get the convenience of two cars... for less than the cost of operating one... Here are the amazing facts... 48 miles on a gallon of gasoline... 20,000 to 40,000 miles on a set of tires... cost per mile for gas, oil and tires is less than a cent.

To the station and back every day for a few cents. To town for less than the car fare! Two miles for less than the cost of a postage stamp!

The bantam Austin handles easily... adroit as a polo pony. It parks in the most impossible spaces! And comfortable... just sit in it! Accommodates two people... with plenty of leg room.

Its heritage is over 500 medals and cups won on hills and racing courses by the Austin of world wide fame. The bantam Austin is the same mechanical design... with young, new-world bodies. Its price is $595 f. o. b. Toronto, taxes extra... and it earns its own keep.

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925 Yates Street, Victoria, B.C. Phone 479

Seen Through Other Eyes

Motorlog Views Island's Beauties

Vacation Land Ideal

STRETCH OF MALAHAT DRIVE

—Photographs by courtesy of The Seattle Sunday Times

QUALICUM BEACH HOTEL

INSPIRATION POINT ON MALAHAT DRIVE

PARTY FROM SOUTH MAKES ISLAND TOUR

View From Malahat "Bludgeons One With Its Beauty"

UNSKILLED MEMBER LANDS THREE SALMON

The attractions of this beautiful Island, as seen through the eyes of our southern neighbors, are adequately described here in the following account of a motorlog party which, under the guidance of George I. Warren, commissioner of the Victoria and Island Publicity Bureau, toured the Island a few short weeks ago. The party embarked at Edmunds on the City of Victoria and four hours later touched at the Victoria dock, where Mr. Warren awaited them with a carefully-planned schedule. The following account is written by Mitchell Sutherland, of The Seattle Sunday Times:

"Despite the fact that Victoria is such a short distance from Seattle, it somehow is quaintly detached from the New World. Its people and customs are of Britain and it possesses all the charm of the dwellings and gardens of England. It is a city of gardens and Victorians pride themselves in their flower beds and hedges as much as they do their lineage. Scarcely a dwelling, be it castle or hut, that has not its bright patch of lovely flowers.

"A brief visit was made to Crystal Garden, metropolitan Victoria's principal scenic spot. Here is what is claimed to be the largest indoor swimming pool in the world. It is a custom in Victoria to sip afternoon tea on the promenade midst tropical palms and flowers.

OVER MALAHAT DRIVE

"Leaving Crystal Garden, the Chrysler and its convoy headed out of the city over the world-famous Malahat Drive. The highway winds through canyons of great trees with matchless vistas of the Straits of Georgia framed through the timber. At one spot, 1,400 feet above sea level, is a viewpoint that all but bludgeons one with its beauty. Far below the sullen rumble of the surf is heard as but a murmur. A grey smudge on the western horizon is Bellingham.

"Again heading northwards we arrive at Cowichan Bay. Where is the salmon fisherman this side of the equator that has not thrilled at the thought of tugging in a big one at Cowichan Bay?

"The stop for dinner was Parksville, within the hospitable portals of the Island Hall Hotel. Parksville does not register on the map as a metropolis, but what it lacks in size and population it possesses in hospitality and aggressiveness, for it was as the guests of the town's commercial club that the motoring party dined. We are now at the intersection of the Island and Canadian highways, twenty-three miles from Nanaimo.

STOP AT QUALICUM BEACH

"The stop for the night was at the Qualicum Beach Hotel, 108 miles from Victoria. The hotel is as modern as one can find anywhere on the Island and the service is excellent.

"Qualicum Beach is the central point for those who would explore Vancouver Island. Mount Arrowsmith, 6,000 feet high, is one of the principal peaks of the district and can easily be climbed from this point. Salt and fresh water fishing is found in abundance in the bay which fronts the hotel and in the Little and Big Qualicum Rivers and Englishman's River nearby.

"After a refreshing night at the hotel the party proceeded on up the Island passing through the majestic silence of Cathedral Grove. This beauty spot is well named, for it has all the awesome splendor of a cathedral. Giant Douglas fir rise to more than 250 feet in height. The sighing of the wind through the branches is like the music of mystic fingers wandering over the keys of a great organ. Shafts of sunlight filter through the foliage and cast bright spots of light on the fern-carpeted floor of the forest like sun shining through the stained glass of cathedral windows. There is a stillness that fills one with reverent awe. The forest weaves its spell and it seems almost a sacrilege to speak above a whisper.

INNUMERABLE WONDERS

"Time does not allow us to tarry and we roll on to the Cameron Lake Chalet on the tree-girded shores of Cameron Lake. If we are to keep up to our schedule we will have to turn homewards here, though there are innumerable wonders to be seen beyond. We stop at Kilmalu on Saanich Inlet for lunch. Again that splendid British Columbia hospitality is manifested and the minutes slip by only too quickly on the visit of our good friend George Warren's which. There is time, however, to stop at Brentwood after we have ferried across Saanich Arm to call on Bob Stacey, one of the Island's most distinguished fishermen.

"Bob knows all the fish in those waters by their first names, where they are located every hour of the day and what to do to transfer them from the water into the boat. To prove it his policy is—No fish, no pay—and he's not starving to death. Our Times motorlogist, in chap who never came any closer to a salmon than a tippered salmon sandwich, landed two ten-pounders and a six-pounder. (Affidavits furnished on application.)

"On the return to Victoria we stop at ye sign of ye Toby Jug for a sip of Ceylon and some of those British buns with Victoria strawberry jam, and thus ends a perfect motorlog, for Victoria lies but eight miles away."

HUPMOBILE "8" POWER FLOW WINS PRAISE

Congratulatory Telegrams, Letters, Phone Calls Pour Into Detroit Headquarters

Telegrams, letters and long-distance telephone calls have been flooding the Detroit headquarters of the Hupp Motor Car Corporation since June 14, commending the company on the introduction of the new Century eight, which was announced on that date.

From every section of the United States and Canada these messages came, congratulating Hupmobile on entering for the first time the highly competitive low-priced eight-cylinder field with a car embodying many characteristics usually found in much higher-priced products. The new Century eight is the lowest priced eight ever built by Hupmobile—one of the oldest eight-cylinder producers in the country. Since 1925 Hupp has adhered to the straight eight type of engine in its larger models—the type of engine now recognized as predominating in the eight-cylinder group.

FLOW OF POWER AMAZES

One of the characteristics most often commented on in these messages of approval is the amazing flow of power from this new straight eight engine. It develops ninety horsepower at 3,200 revolutions per minute. It easily reaches and sustains a speed of eighty miles an hour. One of its many fast acceleration marks includes a getaway of from five to fifty miles an hour in twenty seconds flat.

"There are several engineering reasons for this great speed and unusual getaway. First, the new engine incorporates Hupmobile's own high compression cylinder head which has machined combustion chambers while the valve chambers are domed and the entire head is scientifically contoured to impart the maximum turbulence to incoming gases. With gases low in volatile action, this perfected head makes possible a more complete combustion, developing a greater flow of power throughout the entire speed range.

AIRPLANE ROCKER TYPE

Another performance attribute is found in the valve mechanism of this new eight. The assembly is known as the airplane rocker arm type, in which the entire mechanism weight is considerably less than that of any other type. The rocker arm is pivoted on a hardened and ground tubular shaft at one end, and serves as a medium of lift between the cam and the valve at the other. The lesser weight reduces to a minimum valve pounding and valve noise, and likewise means increased length of service. Two valve springs, one of which telescopes within the other, are used—thus reducing the required spring tension and furthering increased engine silence. This type of valve construction has been an exclusive eight feature since 1928.

CANADA RANKS THIRD AS USER OF AUTOS

Canada ranks third among the countries of the world as a user of automobiles. This is at once an evidence of the growth of the industry and of the general wealth of the people. In 1929, there were registered in Canada motor vehicles to the number of 1,193,889, which was an increase over the 1928 registrations of 117,070, or 10.9 per cent.

Registrations show one vehicle to each 8.2 persons in Canada, against an average of nine persons per motor vehicle in 1928. This average was exceeded only by the United States and the Hawaiian Islands. In the former the average was 4.5 and in the latter six.

HINDU MAGNATE HAS LARGE CAR "STABLE"

In spite of the disturbed conditions in India, motor cars are increasing in number and are playing a larger part in the affairs of the country. Some of the native princes own extensive fleets of cars. Sir Sarupchand Hukumchand, prominent Hindu magnate and mill owner, recently paid a visit to General Motors' Bombay plant.

After touring the plant with a party of friends, Sir Sarupchand ordered three Buick limousines and two Chevrolet sedans. These were added to his "stable," which already contained nine Buicks, one Cadillac, one Chevrolet and three G.M. buses.

At Graham engines have rubber-cushioned rear supports which prevent the transmission of engine noise and vibration to the chassis.

LICENCE LAWS CUT DEATH RATE LIST

U.S. Total for Auto Fatalities in Year 1929 Amounted to $850,000,000

NEW YORK, Aug. 18.—The report of Julius H. Parmalee, director of the Bureau of Railway Economics, before the National Conference on Street and Highway Safety, of which Secretary Lamont is chairman, says that states with complete systems for licencing motor vehicle operators and administering traffic laws showed the lowest accident death rate last year.

The committee found that in the sections of the country without driver's licence systems the traffic death rate increased more than twice as rapidly from 1920 to 1928 than it did in areas with licencing systems.

The conference estimated that the total cost of motor vehicle accidents in 1929 amounted to $850,000,000, a rise of $150,000,000 since the 1923 conference.

It is easy to get out of a tight parking space if the car is in front of a plate-glass window. Watch the shadow of the car in the glass, and in this way it is not difficult to observe the reflection of the cars in front and rear.

AUTHORIZED HARRISON SERVICE STATION

Auto Radiators Repaired, Recored and Circulation Restored

Dismaged Fenders, Bodies, Doors Repaired and Completely Reconditioned

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Auto Radiator, Body and Fender Specialists

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INDIAN "4" (4-Cylinder)
INDIAN SCOUT (45 Cu. In. Twin)
INDIAN CHIEF (74 Cu. In. Twin)
All Leaders in Their Classes

No vehicle can operate as a delivery unit as cheaply as an

INDIAN DELIVERY VAN
Fast—Reliable—Economical

R. Shanks & Sons

919 Fort Street V.I. Distributors

GREATER VALUE

-the reason for De Soto success

Greater value is the secret of the great success De Soto is scoring in both the six-cylinder and the eight-cylinder fields—value that clearly asserts itself in the thrilling flash and sang and great range of De Soto performance, and in the remarkable *smoothness* of that performance. ¶At low speeds and high speeds and all speeds in between, the finer De Soto Six and the new De Soto Straight Eight both develop their free-flowing power without effort, noise or vibration. ¶Step on the gas, suddenly and hard—and the response comes like a flash without struggle or quiver. Power is transmitted from the engine to the wheels in a velvet stream. ¶It is the care and skill with which De Soto Sixes and De Soto Eights are engineered and built that accounts for De Soto stamina and economy of operation. From every standpoint, a De Soto is a real investment.

DE SOTO SIX
$1030
AND UP, F.O.B. FACTORY

Roadster, $1030; Business Coupe, $1055; De Luxe Coupe, $1095; 4-Door Sedan, $1110.

DE SOTO EIGHT
$1230
AND UP, F.O.B. FACTORY

Business Coupe, $1230; Roadster, $1255; 4-Door Sedan, $1275; De Luxe Coupe, $1305.

All prices f. o. b. factory including standard factory equipment (freight and taxes extra)

DE SOTO

A CHRYSLER MOTORS PRODUCT

See the Special De Soto Display at the Victoria Exhibition—August 18 to 23

The Motor House (Victoria) Limited

Yates St. at Vancouver St. "Where Better Cars Cost Less" Phone 443

A Wonderland of Western Romance

Romantic History Connected With Cariboo Highway

Road of Stage Coach Days Now Available to Motorists Who Are Attracted Each Year to Famous Districts Which Produced Millions in Placer Gold

Great Opportunity Afforded for Tour

PROBABLY one of the most romantic and scenic highways on the Pacific Coast of North America—in fact, on the entire North American continent—is the famous Okanagan-Cariboo Trail, which winds its way through the scenic wonders of British Columbia, traversing a country that still bears the marks of the courageous pioneers who risked their lives for the lure of gold.

The Cariboo Road, which has become famous because of the history and romance attached to the story of those pioneers who first blazed the original trail, takes the motorist into a mystic country that has produced millions in placer gold, with its legends of fortunes made overnight and sometimes lost just as quickly; where gold was the medium of barter, where even in this daw a few of the oldtimers still live in the evening of their life, preferring the friendship and solitude of their mountain streams and the forests to the bustle and hurry of modern civilization. Now that the Cariboo Road of stage coach days is available to the motorist, it is attracting thousands each year.

Old landmarks such as Clinton, 150-Mile House, Soda Creek, Quesnel, Barkerville, Wingdam, Williams Creek, Jack o' Clubs, Lac La Hache, Lone Butte and Lillooet are being visited again.

The Cariboo Road, where once camels were used to transport freight, has become accustomed to the modern motor conveyance. This new highway completes the first transprovincial highway of British Columbia, and residents of Coast cities and tourists from the South are now able to cross this great province of ever-changing scenery and visit the fertile valleys of the Interior where stock-raising and fruit growing are carried on extensively, and continue on to Lake Louise and Banff, in the Rocky Mountain National Park. This road also enables people of the Prairies and eastern districts to visit Vancouver, the great Western seaport of Canada.

GREAT TOUR OPPORTUNITY

The Okanagan-Cariboo Trail affords an opportunity for a tour, during the course of which there is to be found practically every variety of scenery and entertainment. While it is called a "trail" on account of its romantic past, it really consists of a series of highways leading through a country in which the bright lights of larger cities are only a few hours' drive from nature in her primeval state—where pine and spruce-clad mountains rise height upon height, and the sun-cast azure shadows fall from jagged rocks, kindling pure purples, yellows and crimson to be reflected in a glorious riot of colors from the placid waters of the jewel-like lakes.

In contrast with these calm lakes, alongside a chain of which the Okanagan-Cariboo Trail winds for many a mile, are whirling rapids, their tortured waters leaping this way and that in wild tumult; ribbon-like, spray-veiled falls, and gurgling streams and creeks, teeming with sporty fish.

One trip which is of special interest to tourists is that from the main Okanagan-Cariboo Trail just north of Enderby, through Sicamous to Revelstoke. This road leads through the heart of a country abounding with lakes and streams where shady spots afford an opportunity to camp and fish. Revelstoke City nestles in the shade of the mountains, and among other attractions is the trip by automobile road to the top of Mount Revelstoke, from which point a wonderful panorama of Rocky Mountain peaks is seen.

The magnificent panorama seen driving through the Fraser Canyon from Lytton to Hope is one of the most scenic along the route. Mountains rising almost sheer from the roaring rapids tower in tree-clad masses to the azure sky. Veil-clad ribbons of water leap from rock to rock and finally mingle with the mighty current itself. Tiny, ice-cold streams trickle from springs hidden amidst the moss and ferns of the undergrowth, and down the gullies rush clamorous creeks, whose green waters bespeak their glacial origin. The mighty Fraser itself, penned between the precipitous rocky walls of the canyon near "Hell's Gate," gathers and rushes in a foam-covered mass of tossing, turtured water, onward to the wilder reaches below.

CARIBOO RICH IN MINERALS

The old dance halls are gone, but a few indications remain of the fact that for some years this was a scene of a milling stampede of a gold-crazed horde of miners—that the Old Cariboo Road was the Appian Way of the Golden Cariboo, the name of which was then on every man's lips, as were those of the Klondyke and Transvaal in later years. Few signs indeed are there of those hardy pioneers who ushered civilization into the wilds with a blare of wine, wassail and greed; but indelibly connected with this canyon will ever be the memory of those who blazed the trail for finance into the hinterland of "New Caledonia."

It does not require the particularly imaginative mind to picture the six-horse stage of the early sixties careening along the Old Cariboo Road through this canyon with a cosmopolitan load of humanity and strong-box full of treasure consigned to the bank or express office at Yale, from whence it was conveyed to the "outside." Nor is it hard to vision the brave struggle put up by those who essayed to run the rapids of this mighty river in frail canoes or on crazy rafts. No wonder is it that many who had won fortune in the gold diggings above and were taking their treasure out strapped on their backs, or in stout carpet bags, found their graves in the whirlpools of the Fraser River. The wonder is that any ran the gauntlet of this chaos of rock and water and lived to reach the "outside."

While any country as rich in mineral as is the Cariboo always holds the romance of the gold lure, yet the story of the happenings connected with the building of the original Cariboo Road, during the period of 1858 to the early '70's, is of particular interest.

Although for years previous to 1858 the Hudson's Bay men had been aware that gold was to be found in the gravel beds of the Thompson and Fraser Rivers, it was not until early that year that the precious metal was found in paying quantities by a party of men from Colville, Washington, who were prospecting at the confluence of these two streams.

STAMPEDE STARTED IN 1858

As the result of stories told by these two men, a wild stampede from the California and other gold diggings to the Fraser River commenced in March, 1858. Washing for gold commenced on the gravel bars near Fort Hope and Fort Yale, and although the richest bars could not be worked until late in August on account of high water, $500,000 worth of gold was panned out during the first six months of that year. By September 10,000 men were working on these bars.

There was no Cariboo Road then. Only a narrow path made by Indians and trappers wound its dangerous way over the narrow benches and along the rocky canyon. Yawning gulfs were spanned here and there by Indian bridges of poles and willows, with no hand holds on either side. These were more or less safe for the moccasined feet of the Indians and trappers, but perilous places for the nailed boots of the prospectors to tread.

Driven by the craze for gold, despite the difficulties presented by the nature of the country, with occasional fights with Indians who wished to prevent this invasion of their country, the prospectors pushed onward up the great canyon, and before Christmas washing was in progress around Lillooett, Quesnel and Fort George.

News of the rich finds spread like wildfire in the "outside world" and adventurous spirits threw up good positions and staked all they had, even life itself, in a mad rush to this land where, it seemed, a fortune was to be made by the turn of a shovel. Long streams of men—hardened Forty-Niners, greenhorns rigged out like veterans, and hurdy-gurdy girls for the dance halls, gamblers, saloon-keepers and camp followers of all kinds, made their way by various routes. Some came via Victoria, some by way of Spokane to old Fort Okanagan, some from Fort Garry, now the thriving city of Winnipeg.

In 1860, Doc. Keothley and three other men made a rich discovery away up at Antler Creek. This marked the beginning of the wildest rush into the Cariboo country. Gold worth $50,000 was washed from a four-hundred-foot stretch of gravel bar in one creek in the space of six weeks. Claims in Williams Creek yielded as high as forty pounds of gold a day. The Lightning Creek discovery was one of the richest made. Altogether over twenty-five million dollars' worth of gold was panned out during the peak years of the excitement.

NAME TELLS A STORY

The name of the country itself tells a story. During the first lean years, when provisions were short, the miners found in the great herds of caribou their chief means of sustenance. The miners spelled it "Cariboo," and the name has remained to this day.

In 1862 the Royal Engineers, under the direction of Governor Douglas, commenced building the original "Cariboo Road." This was a tremendous undertaking for a tiny colony of some 20,000 souls, and portions of this road remain today—silent witnesses of the courage and dogged perseverance of those hardy pioneers. The road was completed into the heart of the gold country by 1865.

The building of this road marked a turning point in the history of the country. Soon after its completion hydraulic machinery was taken into the Cariboo, and the prospectors with their old-fashioned rockers flocked out.

Owing to the advance of civilisation the great fur business began to wane. Large cattle and horse ranches were established in the fertile valleys and these in turn gave place to busy cities and fruitful orchards.

Portions of the Cariboo Road fell into disrepair and later, when two transcontinental railways were built through the Fraser Canyon, other sections were destroyed. This cut off all road connections between the coast and the interior of British Columbia.

The story of the Okanagan Trail is a romance in itself, centring chiefly around the fur trading days. Across its hill-encompassed, verdure-bedecked stage stalk the actors—first the primitive Indians, then the hardy explorers acting for the pioneer fur companies, the richly-laden fur brigades, the stampeding gold miners and prospectors, the devil-may-care cowpunchers engaged in the huge beef drives from the Yakima country to the Cariboo gold diggings, the ranchers and, finally, the fruitgrowers and business men of modern civilization.

PIONEERS OF COUNTRY

The first white men to penetrate the Okanagan country were a party composed of the trader, David Stuart, and his young clerk, Ovide de Montigney, together with two French Canadians. These men left Fort Okanagan, at the junction of the Okanagan and Columbia Rivers, in September, 1811, and went up the Okanagan Valley with a few pack horses loaded with goods for a trading reconnaissance into the Shuswap Lake and Thompson River country, in the interest of Jacob Astor's Pacific Fur Company.

The found the Okanagan Valley a great north and south route which had been used by the Indians for untold generations in their travels between the Thompson and Columbia Rivers. The route, however, was not traveled in any set course. Generally speaking, it followed up the west side of the Okanagan River and on the side of the picturesque chain of lakes which commences at Lake Osoyoos and continues to the Thompson River country.

This was the route later followed by the heavily laden pack trains of the Hudson's Bay Company, which took the trading goods north in the late Summer and Fall of each year and brought the furs down from the northern trading posts in the Spring. It was often referred to as the "Brigade Road"; anything traveling in the business of the company, every pack train or flotilla of boats or canoes laden with merchandise or fur, was a "brigade." Other routes than the one mentioned were sometimes followed, but those were generally "express routes" only.

The fur business developed very rapidly in this country, then known as "New Caledonia." After 1848, following the trip made by David Stuart, and from 1811 to 1848, the "Okanagan Trail" was regularly used by men of the Pacific Fur Company, the Northwest Company, and lastly by the Hudson's Bay Company, which eventually monopolised all the fur business in this section.

FLUSH DAYS OF FUR TRADE

The furs from the many trading posts in New Caledonia were collected every Spring at Fort Alexandria, on the Fraser River, and transferred by pack horse to Fort Okanagan. Here the New Caledonia brigade was joined by the Colville brigade, and together they journeyed by boat down the Columbia River to the mouth of the Snake River, where the Snake River brigade awaited them. These consolidated brigades then were known as the "Interior Brigade," and went as a unit to the grand headquarters at Fort Vancouver, Washington. Later in the Summer the "Interior Brigade" left as a body, again dividing at the points where they met. At Fort Okanagan, the "New Caledonia Brigade" left its boats and the march over the "Okanagan Trail" was resumed with pack horses.

During the flush days of the fur trade, around 1830, the "New Caledonia Brigade" was often composed of four or five hundred horses and frequently carried as high as $300,000 worth of fur.

Owing to the outbreak of war between the Americans and the Cayuse Indians and the fixing of the boundary at the 49th parallel, the last of the great fur brigades came over the "Okanagan Trail" in 1847. That year the men in charge of the interior trading posts were instructed to break a way over the Cascades to the mouth of the Fraser River and, after many difficulties had been surmounted, the "Fort Hope Trail" was opened for pack train travel.

When the rich gold strikes were made on the Thompson River and in the Cariboo, the "Okanagan Trail" came again into use as one of the lines over which the great stampede poured north. It was in the Fall of 1858 that the McLaughlin Canyon Indian fight took place, a few miles south of the town of Tonasket. Here a band of hostile Indians ambushed several hundred miners, and in the fight a number of the miners were killed.

The trail was also used for a number of years by the cattlemen of the Yakima district in their drives of herds of beef to the Cariboo mining Camps.

Along about this time the Cariboo excitement was diminishing, stock ranchers began to settle in the valley where the fertile bottom lands and the bunch grass on the hillsides furnished rich feed. Interesting incidents relative to cattle rustlers are related, but as civilization advanced the country became unhealthy for such people.

SOME OLD-TIMERS SURVIVE

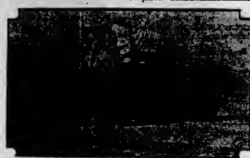
While most of the ranchers of those days have passed beyond, there still live a few old-timers who can remember when the great herds of cattle and horses roamed the valley, long before its value as an orchard land was realised and it became one of the premier fruitgrowing districts of the North American continent.

Now there is an excellent automobile system leading to this picturesque and romantic country which is particularly new to the touring public. Although the new road was not opened to the public until the Winter of 1926, thousands of motorists from all over the world have already shared its beauties and mysteries.

The new Cariboo Highway through the Fraser Canyon carries the visitor among a mass of tree-covered mountain sides. Great precipices rise perpendicularly from the contending waters of the headlong rushing river. Low-hanging clouds seemingly cut off the tops of the surrounding hills. Here the highway is almost at a level with the foam-flecked stream; there it is high up on the mountain side, opening to view a wider scope of this mighty defile through the Coast Range.

It is a scenery of majestic grandeur which can be felt as well as seen. Words can not adequately describe it.

Smashes World's Record



"Shorty" Cantion Doing a Mile in 24.83 Seconds to Establish a New World's Record for Four-Cylinder Cars, at Murdoc Dry Lake, Cal.

Eating Breakfast Will Minimise Road Accidents

IT might seem far-fetched to connect food and accidents, but the safety director of one of our greatest cities claims that the connection between the two is of great importance especially in the mornings. And the statement is advanced with a logical reason behind it. The man who drives to the office in the mornings will do so in a better frame of mind if he has a well-cooked substantial breakfast tucked under his belt. The man who leaves home without having eaten is usually about half-mad at the world in general, and doesn't give a rap about the other fellows. When two such drivers meet at any intersection, the possibility of an accident is increased.

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The New Century Six Standard Sedan **$1760** Delivered at Victoria Fully Equipped

The New Century Eight Standard Sedan **$2125** Delivered at Victoria Fully Equipped

Hupmobile *CENTURIES*

More power, performance and beauty, yet with a reduction of from $400 to $700 less. This name amazed the industry before, and now, with new achievements rises to greater fame.

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IT'S WISE TO CHEVROLET *CHOOSE A SIX*

From first cost to re-sale value it's wise to choose this Six!

IT'S wise and economical to choose a Chevrolet Six! For the new Chevrolet is a six-cylinder car—with all the advantages of greater smoothness, comfort, speed and hill-climbing power which nothing less than six cylinders can give. Yet, priced as low as $635 at the factory, Chevrolet Six is *actually one of the lowest priced cars you can buy!* And this great Six is as economical to operate as any car on the road today, regardless of the number of cylinders. *It costs no more for gas—costs no more for oil—costs no more for tires—costs no more for upkeep!*

HIGHER RE-SALE VALUE

In addition to giving you smoother, faster performance now, Chevrolet's modern, six-cylinder design assures higher re-sale value for your car when you come to turn it in. A Six lasts longer, because it is free from the strain and wear of excessive vibration. And because the Chevrolet Six is so far ahead of the field *today* in providing such modern features as low suspension, longer wheelbase, lengthwise-mounted springs, new Fisher Bodies, plush upholstery and smart appointments, it will be modern *tomorrow*—a car your dealer will be glad to accept in trade.

DECIDE WITH A RIDE

Go to the nearest Chevrolet dealer—today—for a road demonstration. Ask him about the General Motors Owner Service Policy, the most complete service policy in the industry—and the G.M.A.C., General Motors' own deferred payment plan.

The Sport Roadster . $715 / The Coupe . . . 748 / The Coach . . . 750 / The Super Sport Roadster 795 (Six wire wheels standard)

ROADSTER or PHAETON **$635**

The Club Sedan . . $810 / The Sport Coupe . . 840 / The Sedan . . . 878 / The Sport Sedan . . 940 (Six wire wheels standard)

Prices at factory, Oshawa. Taxes, bumpers and spare tire extra. A complete line of Commercial Cars and Trucks from $485 up.

Tour Canada this summer in a Chevrolet Six—it's all worth seeing. This beautiful scene in Acadia is typical of the delightful scenery which beckons motorists to Nova Scotia.

CHEVROLET SIX

IT'S BETTER BECAUSE IT'S CANADIAN

See Special Showing of Chevrolet Models at the Automobile Show and at Dealers' Showrooms

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How Careful and Prudent Driving Is Judged on Road

Attorney-General of New York State, Asked for Explanation of the Existing Law, Furnishes Unofficial Statement Regarding Courts and Law Enforcement in His State

City and Village Regulations Differ

MANY motorists are under the impression that the legal automobile speed limit on highwoys in New York State is thirty miles an hour. Others have heard that there is no definite limit but that more than thirty miles an hour is "presumptive evidence" of a lack of care and prudence in driving, although they have a rather vague idea as to what this means. To clear up these and other points related to the operation of automobiles, Hamilton Ward, Attorney-General of the State, was asked for an explanation of the law, and he supplied the following unofficial statement:

While this statement pertains only to New York, it is interesting to note how the courts and law enforcement officers of that state judge "careful and prudent" driving and "reckless driving." The article appeared in The New York Times.

"I am somewhat surprised that so much interest has been aroused by a routine statement made in an opinion which I recently gave to the controller, to the effect that there is no speed limit in the law of New York State. This has been the fact for twenty years, since the enactment of Chapter 374 of the laws of 1910.

The first motor vehicle law (L. 1904, Ch. 538), provided as follows:

"No person shall operate a motor vehicle on a public highway at a rate of speed greater than is reasonable and proper, having regard to the traffic and use of the highway, or so as to endanger the life or limb of any person, or the safety of any property; or in any event on any public highway where the territory contiguous thereto is closely built up, at a greater rate than one mile in six minutes, or elsewhere in a city or village at a greater rate than one mile in three minutes; subject, however, to the other provisions of this article."

This was changed in 1910 to read as follows:

SECTION AMENDED

Every person operating a motor vehicle on the public highway of this state shall drive the same in a careful and prudent manner and at a rate of speed so as not to endanger the property of another or the life or limb of any person; provided, that a rate of speed in excess of thirty miles an hour for a distance of one-fourth of a mile shall be presumptive evidence of driving at a rate of speed which is not careful and prudent.

In 1922 the section was amended to take the form it still retains, though it is now Section 56 of the vehicle and traffic law, enacted in 1929, namely:

1. Every person operating a motor vehicle upon a public highway shall drive such vehicle in a careful and prudent manner and at a rate of speed so as not to endanger the property of another or the life or limb of any person.

2. A rate of speed, by a motor vehicle other than a motor truck, in excess of thirty miles an hour for a distance of one fourth of a mile, shall be presumptive evidence of driving at a rate of speed which is not careful and prudent.

3. Except as hereinafter provided, a rate of speed by a motor truck of two tons capacity or under in excess of twenty miles an hour shall be presumptive evidence of driving at a rate of speed which is not careful and prudent.

4. Except as hereinafter provided, a rate of speed of a motor truck of over two tons capacity in excess of fifteen miles an hour shall be presumptive evidence of driving at a rate of speed which is not careful and prudent.

5. A motor truck equipped with pneumatic tires may be driven at a rate of speed of five miles an hour in excess of the rate of speed specified in subdivisions 3 and 4, for a truck of the same capacity, before such rate of speed shall be presumptive evidence of driving at a rate of speed which is not careful and prudent.

CARE REQUIRED

It will be noted that "careful and prudent" driving is all that this section requires, and violation thereof is, under Subsection 4 of Section 70, a misdemeanor, punishable by a fine not exceeding $100 or by imprisonment for not exceeding thirty days, or both such fine and imprisonment. "Reckless driving" is an altogether different offence, under Section 58 of the Vehicle and Traffic Law, which defines it as using a motor vehicle "or any appliance or accessory thereof . . . in a manner which unnecessarily interferes with the free and proper use of the public highway or unnecessarily endangers users of the public highway." This offence is a misdemeanor, punished by a fine not exceeding $50 for the first offense, and for a second or subsequent offence by a fine not exceeding $50 or imprisonment not exceeding six months, or by both such fine and imprisonment.

In the section defining reckless driving nothing is said of speed or of "presumptions." The latter, as employed in Section 56, appear to need some clarification to the lay mind. The effect of a presumption, as thus established, is that it shifts the burden of proof from the state to the defendant. Bearing in mind that the offence under this section consists of driving in a manner that is not careful and prudent, no matter what the speed might have been, whether five miles an hour or ninety, if the prosecution can establish that the speed was in fact in excess of thirty miles an hour it will be presumed that the defendant was careless and imprudent, and the burden then rests on him to show that he was not. But every such presumption is subject to being overturned by the evidence.

A good example of how this works is found in People vs. Nallen, 104 Misc. 355, decided in Nassau County Court in 1918. There was no dispute about the facts. The officer charged that the defendant was driving at a rate of forty-two miles per hour. The defendant admitted that he wes driving at about that speed. The Merrick Road at the place where the arrest was made is not within an incorporated village, not thickly populated, and it appears from the record in the case that only one other vehicle was upon the road just previous to the arrest in the vicinity where it was made. The motorcycle officer frankly stated upon cross-examination that the only reason he stopped the defendant was that the defendant was traveling forty-two miles an hour.

DEFENDANT'S TESTIMONY

The defendant testified in his own behalf and stated that at the time in question he was returning from Camp Upton; that it was a clear, bright day. Going through villages he observed what he understood to be the rate of speed permissible, and upon the clear, straight stretches of the road he increased his speed; that there were no pedestrians near the place where he was arrested upon the road; that the brakes and tires upon his car were in perfect condition; that his car was at all times under his control; that he had been driving automobiles for five years, having driven nearly 30,000 miles; that he had driven in cities and never had an accident; that at the time in question there was nothing in the way to obstruct his view; that, as he came to a curve in the road, he reduced his speed somewhat.

The court said:

The officer seems to have proceeded upon the theory that a speed in excess of thirty miles an hour in and of itself constitutes a violation of Section 287 of the highway law. I am convinced from the record in this case that the justice of the peace also proceeded upon the same theory. The question presented is whether or not the record in this case established beyond reasonable doubt that the defendant at the time and place in question was driving his car in such a manner as to endanger the property of another or the life or limb of any person. Section 287 of the highway law does not prohibit a rate of speed in excess of thirty miles an hour.

I think it is quite clear from a reference to the old and the new statute that the Legislature intended to eliminate the absolute prohibition of speed greater than a specified number of miles per hour and to shift the burden upon the defendant, in the case where the speed was shown to be over thirty miles per hour, of showing that under all the circumstances he was not driving in a reckless or imprudent manner. In other words, the mere fact of speed in excess of thirty miles an hour simply raises a presumption of imprudent driving which may be overcome by evidence. In this case, I think the record clearly establishes that the presumption of careless and imprudent driving at the time and place in question on the part of the defendant was clearly and fully overcome by the testimony of not only the defendant, but, the officer who was the complaining witness.

The judgment of conviction is therefore reversed, and the fine remitted.

So also it was held in Erie County Court in 1924 in People vs. Sarrie, 122 Misc. 753, that convictions of two drivers of motor vehicles should be reversed and the cases dismissed where it appeared that they were arrested between 2:30 and 3:30 a.m., while driving through a village, the one at about forty-five miles an hour, the other at about forty-eight miles an hour; that there was no other traffic or pedestrians on the road, which was straight for about two miles, and that both automobiles were in good repair and both defendants were drivers of experience.

LOCAL REGULATIONS

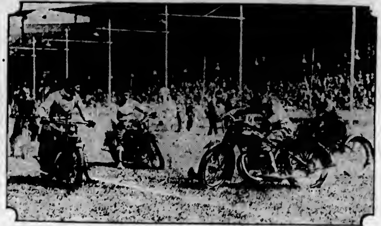
An entirely different subject is presented in connection with local municipal ordinances governing speed. New York, Buffalo, Rochester, Yonkers and Mount Vernon make their own rules on this subject, and other cities and villages may, under conditions prescribed in Section 54 of the Vehicle and Traffic Law, establish a speed limitation "not to be in any case less than one mile in three minutes," the punishment for violation of which shall not, except in cities of the first and second class, exceed a fine of $100 or imprisonment for thirty days or both fine and imprisonment. This privilege relates to the regulation of speed alone, as the moment the question arises of careful and prudent driving or of reckless driving, no matter what the speed, the state law is involved and where an offence is charged which is covered by the state law, that statute alone is applicable.

This brings up the question of the disposition of fines collected for traffic violations. Section 73 of the Vehicle and Traffic Law provides that all such fines collected for violations of Sections 1 to 72 of that law shall be paid over monthly to the state comptroller. Court rulings have established the exception that fines collected for violation of local speed ordinances belong to the locality, but the Legislature has added the further limitation that, in the case of villages, a village shall be entitled to retain from fines imposed for speeding only $1 per annum per capita of its population, being obliged to turn the balance over to the state, all such moneys received by the state being required by law to be used for the maintenance and repair of improved roads.

Towns, which term includes all territories outside of cities and incorporated villages, have no power to enact speed ordinances, but where arrests are made therein by state troopers for violations of Sections 1 to 72 of the Vehicle and Traffic Law and state comptroller reimburses the local justices for their fees.

It's a good idea to have your speedometer checked once in a while. If it registers much too low you may be going a great deal faster than you think and become involved in an accident or an altercation with a traffic officer.

An Exciting Motorcycle Football Game



An Incident During the International Motorcycle Football Match Between Germany end England at Wembley, England. The Germans Are Wearing Berets.

BANTAM AUSTIN HAS ENORMOUS SUCCESS

Famous British Car Promises to Duplicate in Dominion Its Sensational Career Abroad

Duplicating in the Dominion the success it has already achieved in other parts of the British Empire, the sensational bantam Austin, which was recently introduced by the Canadian Austin Car Company, Ltd., of Toronto, has been acclaimed by Canadian motorists. Mechanically, the little car is a duplicate of the famous British Austin Seven, for the past eight years a familiar sight on the motorways of Europe, Asia, Africa and Australia. The body design, however, is entirely new, specially designed for North American motorists and North American conditions.

Because of its rare combination of tried and tested mechanical reliability with exceptional beauty and smartness of design, the Canadian Austin is meeting with an extremely favorable reception from Canadian motorists. Factory production is being stepped up as rapidly as possible to meet unprecedented demand. The bantam is also receiving phenomenal acceptance in the United States, where it was introduced last month by the American Austin Car Company of Detroit. Contracts for more than 183,000 cars had been accepted by the company even before the first public showing of the bantam Austin. Since its debut, public interest has continued at a high pitch. Orders are pouring in at a rate estimated at 500 per day.

"The bantam Austin," stated E. P. Clarkson, managing director of the Canadian Austin Car Company, "is not an experimental model or a trial venture. It is the Canadian edition of the internationally famous British Austin car, veteran of the Wilkins and Byrd expeditions and winner of more than 500 cups, medals and trophies in races throughout the world during the last eight years.

"With a wheelbase of only seventy-five inches and a tread of forty inches, the Canadian Austin will do much to solve the traffic congestion and parking problems. Its small size and ease of handling enable it to dart through traffic and to park in places where large cars fear to tread. Its extraordinary economy makes the bantam the ideal car for use on many occasions when the use of a larger car would be superfluous.

EXHIBIT ATTRACTS SPECIAL ATTENTION

Confederation Motor Company's Auburn and Cord Display Notaworthy Feature at Show

Among the many exhibits at the automobile show, opening tomorrow at the Willows Park, that shown by the Confederation Motor Co., Ltd., Cord and Auburn dealers, attracts special attention.

The concern recently received a shipment of the latest models in both these lines, on the occasion of its establishment at the present location at 1015 Yates Street. It has long been a rigid policy of the Auburn Corporation to make mid-season announcements of new models, and it hes not departed from the rule in this case. No change is anticipated in the near future, and the purchaser may rest assured that he will not find himself in the possession of a pre-dated model. This same decision holds good in the case of the Cord front wheel drive.

The Confederation Motor Co., Ltd accepted the position of Auburn and Cord dealers on July 15, simultaneously with the opening of its establishment in premises previously occupied by the Plimley Motors, Ltd. A complete repair department is attached, fully equipped to handle any make of car. Mitchell Lamb, in charge of the mechanical side, has specialised in Auburn and Cord service ever since their arrival in Victoria, thus assuring absolute satisfaction. The whole is under the able management of Eric Burton, who has been connected with Auburn for some years.

Carrying a spare lug nut and bolt and a complete complement of spare lights is sound motoring wisdom. The lights are apt to go any time and a lug bolt that has been unused and unoiled for some time may break when losened or the threads may be stripped.

AUTOMOBILE CLUB IS PROTECTING CITIZENS

Valuable Work in Directional Road Signing Is Being Accomplished in British Columbia

Directional road signing is a subject that has been studied most carefully by automobile clubs, and the signs which the motorist depends on for guidance are in almost every case erected by the club. It has been the endeavor of the club executives to obtain as much uniformity as possible in this service, with the result that the way has been made extremely easy for the tourist. Without adequate road signs the motorist would have great difficulty in getting very far from home, and so efficient has been the work that today the system of signs is taken for granted.

With the co-operation and assistance of the Provincial Public Works Department the Automobile Club of British Columbia has erected signs on all the main highways of the province, and this year again the work of additions and reconditioning has been entrusted to the club. A crew is now in the interior carrying out necessary work, and when this is completed will be brought to Vancouver Island to complete and maintain the system here.

Constantly on duty, day and night, 365 days of the year the signs of the Automobile Club are guiding and protecting thousands of motorists over the highways of British Columbia. There are approximately 100 locations between Victoria and Nanaimo carrying in excess of 400 directions, and every one has been carefully chosen and placed to be of the greatest service to motorists.

The American Chemical Society is planning an exhaustive investigation of the positive means of detecting carbon monoxide gas, with a view to developing some means of eliminating it.

Space Is Not Available for Us to Exhibit the New

FEDERAL

Models at the Exhibition This Year

They Are on Display, However, at Our Showrooms

Corner View and Vancouver Streets

Drop In and Let's Discuss Your Haulage Problems

Cameron Motor Co.

Corner View and Vancouver Streets
Phone 4633

Let the Cost Sheets Tell the Story

The complete International line includes the ¾-ton Special Delivery; the 1-ton Six-Speed Special; Speed Trucks 1¼, 1½, and 2-ton; and Heavy-Duty Trucks 2½ to 5-tons. On request we will arrange for you to see the chassis or truck for your own work.

International Trucks

Rugged, vibrationless engines
Reinforced, pressed-steel frames
Long, alloy-steel springs
Four-wheel brakes
Attractive appearance
Comfortable cabs
Bodies for every kind of hauling

DEMAND of your trucks what owners the world over receive from their Internationals . . . economical operation with minimum upkeep costs and never-failing service.

Keep accurate costs. Know the facts. International fleets have been built on figures.

Try an International Truck on your own job, in your own way, at our expense. Let it show you what it can do.

Come in and look them over — you will like what you see and you will understand why International owners like them too.

INTERNATIONAL

INTERNATIONAL HARVESTER CO. OF CANADA, LTD.

Thomas Plimley, Ltd.

1010 Yates St. Vancouver Island Distributors Phone 697

SAFETY— at ANY speed

With the new Firestone Heavy Duty Gum-Dipped Balloon Tires you have a wide margin of safety at ANY speed. Built in advance of today's car requirements, they withstand rougher usage than any car on any road at any speed, can give them.

Firestone Heavy Duty Balloons are made of Gum-Dipped cord construction---the strongest and safest method known. They have a deeper safety tread, extra side-wall thickness and two extra plies of Gum-Dipped cords just beneath the tread to absorb road shocks. They are the strongest, safest, toughest tires that Firestone has ever built.

These new tires demonstrated their Safety and Dependability in the 500-mile endurance race at Indianapolis on May 30th. The winner rode to victory on these same tires at 100.448 miles per hour. Used on 35 out of 38 cars in the race, including all winners, they finished without a single tire failure!

Make your car safer for travel. Equip it with a set of new Firestone Heavy Duty Balloons. See your nearest Firestone Dealer today.

The NEW

FIRESTONE TIRE AND RUBBER COMPANY OF CANADA, LIMITED
Hamilton . Ontario

Built by the ORIGINATOR of the BALLOON TIRE

Firestone BALLOON

Corner Blanshard and Johnson Sts. — **LOUIE NELSON GARAGE** AND SERVICE STATION — Phone 270

FIRESTONE SUPER SERVICE

Phone 6277 — **Tom Lumsden, Ltd** "MINUTE-MAN SERVICE" — Yates and Quadra Streets

Auto Club Extends Field of Service

Automobile Club's Work Invaluable To All Motorists

Testimony to Benefits Secured Through Provincial Organization Is Seen in Greatly Increased New Membership and Large Renewal Rate of Victoria Branch

Personal Services Make Direct Appeal

MORE than twenty-fiva years ago, when there were only a half a dozen automobilea in Victoria the ownera of them banded themselves together to form an automobile club. These enthusiasts with almost uncanny foresight visioned the growth and popularity that motoring, then in its infaney, was to experience. They also knew that if the interests of the motorists were to be safeguarded, if unreasonabla legislation was to be avoided, and if good and necessary roada were to be provided, the motorist must be represented, and realizing that united they could exert an influence better than individually, a club was formed. Similar alube were formed wherever there were automobiles, and have been constantly working in the interests of motoring, with the result that conditions have improved consistently.

Since the days of the original clube, however, many personal services and benefits hava been added to the programme of activities of the clubs, and in the words of Rev. Montagus Bruce, chairman of the Victoria branch of the Automobile Club of British Columbia and vice-president of the provincial organization, in order to obtain the maximum of satisfaction out of the ownership of an automobile, membership in the automobile club is essential.

MEMBERSHIP INCREASED

Hundreds of motorists start their motoring careers without automobile club membership, but the lack of assistance and information, coupled with the very important fact that the benefits are really practical, cause them, in their own interests to join the association. Membership in the Victoria branch of the club has increased considerably this year and the renewal rate has been in excess of 80 per cent.

It has been stated that the automobile club is tha greatest travel agency in existence. Through a world-wide affiliation, members are assured the privilege of membership, with all it means, in every part of the world where there are automobiles. Without this agency it would not be comfortable, to say the least, and would be next to impossible to take the long tours in which we find the motorist of today engaged.

INFORMATION FOR VISITORS

Many thousands of visiting motorists visit the local office of the club and are furnished with up-to-date and authentie road data and other information each year, while hundreds of local members obtain routes and maps for their trips to other parts of the country.

The personal services have a direct appeal to the motorist, once be or she has come to know their extent. Many hundreds are assisted annually with free emergency road service, more than 100 accredited garages in the province being under contract with the club to render it, while the legal advice, saving on insurance, touring information, maps, magazine and the road signs prove very attractive.

A total of 70,840 motor vehicles are registered in the Republic of Cuba and bring an annual revenue to the Government of $2,100,000. Havana Province has 32,143 motor cars of various kinds and contributes to the national treasury $1,309,499.

SAFETY NUTT SAYS:

Take care—not chances.

FORD ANNOUNCES NEW COMMERCIAL MODELS

Cars of Greatly Increased Utility and Added Attractiveness Now on Market

New commercial car models of greatly increased utility and added attractiveness have been announced by the Ford Motor Company of Canada, Limited.

The redesigned commercial car line includes a new one and one-half ton truck with 157-inch wheel base, 25 1-2 inches longer than the present wheel base, which is intended to meet the demand for Ford Trucks with longer chasses, and capable of adaptation to larger and longer bodies for bulk haulage. On both the model A and AA chasses, the cowl, hood and radiator have been improved.

The new 157-inch wheel base chassis is mechanically similar to the present model AA chassis, but, because of the added length, the frame has been materially strengthened. It is particularly intended for transportation of loads of a bulky nature, such as furiture, lumber and boxed aooda. It is designed also for bus bodies.

One of the advantages of the longer chassis, it was pointed out, is that it provides a complete Ford unit which can be serviced entirely by Ford dealers and which carries the standard manufacturer's warranty. Heretofore frame extensions have been installed in the present AA chassis to obtain a chassis of the required length.

The redesigning of the regular model A and AA chasses is confined almost entirely to the front end. The radiator is higher, with more cooling surface. Fenders are wide and flowing. A higher cowl and hood give an attractive stream line effect and adds to the appearance.

The new cowl lends itself very well to special body building, it also was pointed out. This is considered an added feature for operators who wish to construct special body equipment to suit their particular needs and to give added attention value.

The chasses of the model AA trucks have many improvements, including four-speed transmission, larger front brakes, stronger springs, power take-off opening and optional dual rear wheels.

The model A line comprises a light delivery truck with pick-up body, a station wagon and deluxe delivery model, beside the chassis.

GOOD LEATHER POLISH

A good polish for the upholstery leather can be made by mixing two parts of linseed oil with one part of turpentine. First, wash the leather with water, to which a little ammonia has been added, then polish.

In Milwaukee, Wis., a manufacturing plant is turning out 10,000 automobile frames a day; one every eight seconds.

Victoria Branch of the Automobile Club of British Columbia.

NEW DE LUXE TOWN SEDAN ANNOUNCED

Graham-Paige Motors Corporation Model Expected to Prove Very Popular Car

In addition to their popular Town sedan, Graham-Paige Motors Corporation announces a new De Luxe model with special equipment and many new appointments. The new cars are equipped with chrome-plated rims, fender lamps, cowl band, tie rod, and headlamps as in all other Graham models. Non-shatterable safety plate glass is used in the windshield and in all windows and doors.

Features of the new cars are plated gearshaft and emergency brake levers, dome and corner lights, arm rests with ash trays, door pockets, loop-type toggle grips, walnut-finish garnish moulding, wood-finish instrument board upper panel, adjustable foot rest, robe rail, etched aluminum scuff plates, and two inside visors. The pocket back of the front compartment holds note book and mirror. Bedford cord upholstery with fabric bindings and windcords is used. Floor of rear compartment is covered with taupe carpet. Foot pedals, driver's seat, and rear sea cushions are adjustable.

The new DeLuxe Town sedans are powered by the sturdy six-cylinder Graham motor with seven-bearing crankshaft and 81.4 square inches of bearing area. Cylinder bores are water-jacketed throughout their entire length and circumference. Brakes ara four-wheel hydraulic on twelve-inch brake drums. Steering is the cam and lever type.

"The introduction of tha DeLuxe Town sedan is in keeping with our policy of work wholeheartedly with our dealers at all times," says F. R. Valpey, general sales manager of Graham-Paige Motors Corporation. "From all parts of the country our dealers advise that a sedan body with De Luxe equipment, mounted on the Standard Six chassis would have a splendid appeal to the motor car purchasing public and naturally we expect this model to prove one of the most popular cars in our line."

Ona of the first requisites of a new car is the care in proper lubrication. Moving units of the machine are stiff and the only way to reduce friction and excess wear is the timely application of various kinds of oil and grease.

STOPPING IN TRAFFIC

When stopping in traffic, do not stop directly in back of the car in front; keep a little to his left, if possible, so that you can also see the traffic light and not depend on the other fellow, who might interpret the signal incorrectly.

CELLULOID LIGHTS CLEANED

Celluloid curtain lights can be cleaned and kept from cracking by wiping occasionally with a cloth dipped in acetone, which can be purchased at paint or drug stores.

TESTS PREPARED WAY FOR MARMON PLEDGE

Giving of One-Year Guarantee Results in Increased Sales of All Four Models

Marmon's new one-year guarantee on the material and workmanship of its 1930 straight eights bad its origin nearly a year ago when standaed Marmon-built cars established two extraordinary records of stamina and endurance on the speedway and on the open road.

Early last Summer a stock $1,500 Marmon-built car traveled under its own power for 440 hours, or more than eighteen days, without a stop, on the Indianapolis motor speedway under the full supervision of the A.A.A. The car was refueled in motion, and the test finally came to an end in the midst of a miniature tornado, which covered the track with wreckage and made further driving dangerous to driver and attendants.

Shortly after this remarkable test, another Marmon-built Roosevelt car was driven by an owner, independent of factory co-operation, to every state capital in the United States in less than thirty days. A total distance of more than 18,000 miles was covered with an actual repair cost of only eight cents.

STRENUOUS TESTS MADE

Both of these tests conclusively proved to Marmon factory officials the correctness of the design of Marmon cars and also showed that the company's manufacturing standards had reached a point of unusual efficiency. The records were established with the lowest-priced car in the Marmon straight eight line, and it was natural to believe that the other cars in the line would produce as good or even better results.

In each of these tests, the car used was subjected to far more strenuous trials than would be possible in the hands of an average owner. Far more than a year's driving was piled up in the non-stop trial on the Indianapolis speedway, and the 18,000-mile distance traversed in the capital-to capi l tour was equal to nearly eighteen months of average driving.

In the months that followed the completion of these outstanding records, Marmon officials investigated the feasibility of an extended guarantee in a thorough and detailed manner. Hundreds of instances of owner experiences were carefully studied, and manufacturing standards were further improved. Materials were studied for durability and many refinements made in the design of the four straight eight models that comprise the present year's line.

MARMON SALES INCREASE

The new Marmon guarantee was placed into affect only a short time ago, but its reception on the part of the motoring public already has been evidenced by increased sales of all four Marmon models. The guarantee covers the first year of driving in the hands of the original owner or is limited to 12,000 miles of actual driving, whichever shall first occur from the day the car is purchased. All material and workmanship is covered in the same thorough manner as the standaed ninety-day warranty.

TOUGHNESS

TOUGH—tough as steel. That's the make-up of Veedol. That's why the Veedol film of protection can always be relied upon to successfully combat sustained motor heat. ● With Veedol in your crank case, you can drive your car as fast as you will for hours at a stretch without danger of a burnt-out bearing. ● Profit by the knowledge of experts and the experience of thousands of Canadian motorists and start on Veedol today. ● You will get smoother motoring—more power and minimum operating costs.

Wholesale Distributors

MACKENZIE, WHITE & DUNSMUIR, LTD,

VANCOUVER, NEW WESTMINSTER, VICTORIA

YOUR CAR IS A BETTER CAR with

VEEDOL

MOTOR OIL

AUBURN

The Most Motor Car for Your Money

HERE IS THE PROOF:

In comparing motor cars at anywhere near these prices, make your standard this list of Auburn features. It will convince you that no other automobile built gives as much for your dollars.

SIX Four-Door Closed Car — Victoria Delivered Price **$1695**

120-inch wheelbase, Bijur chassis lubrication, hydraulic shock-absorbers, 4-wheel hydraulic internal expanding brakes, ample head and leg room, finest mohair upholstering over luxura-type springs, starter button on dash, steel running boards, low centre of gravity, Brewster-type nonglare windshield.

Straight EIGHT — Victoria Delivered Price **$2070**

100 horsepower Lycoming engine, 125-inch wheelbase, double reinforced frame, Bijur chassis lubrication, 4-wheel hydraulic internal expanding brakes, hydraulic shock-absorbers, Brewster-type nonglare windshield. An Eight, as economical as a Six and developed through five years of perfecting Straight Eights. Four-door closed car.

Straight EIGHT — Victoria Delivered Price **$2570**

125 horsepower Lycoming engine, one of the world's most powerful motor cars; 130-inch wheelbase, strongest frame under any car. Combined with all the other quality features for which Auburn is famous, and upholstering, finish and appointmants usually found on only the costliest cars. Four-door closed car.

125 Sport Sedan
130-Inch Wheelbase, 125 Horsepower

LIST OF MODELS AND DELIVERED PRICES

Cord Front-Wheel Drive	
4-Door Broughsm	$4,850
Standard Sedan	$4,850
Cabriolet	$5,150
Phaeton Sedan	$5,150
Model 6-85	
Sport Sedan	$1,695
Standard Sedan	$1,795
Cabriolet	$1,795
Modal 8-95	
Sport Sedan	$2,070
Standard Sedan	$2,195
Cabriolet	$2,195
Phaeton Sedan	$2,470
Model 125	
Sport Sedan	$2,570
Standard Sedan	$2,720
Cabriolet	$2,720
Phaeton Sedan	$2,995

All Pricaa Delivarad at Victoria Fully Equipped

AUBURN AUTOMOBILE COMPANY
Auburn, Indiana, U.S.A.

CONFEDERATION MOTOR CO., LTD.

1015 Yates St. Phone 4603

Car's Life Is Decided by Early Care

Proper Method of Caring for Car Is Told by Experts

Safest Way in Majority of Cases to Break in New Engine Is to Drive Slowly for First 500 Miles and Not Too Fast for the Remaining 1,500

Check Valve Clearance at 2,000 Miles

THERE is some difference of opinion as to what is the best way to break in a new engine. Without question the safest method is to drive it slowly for the first 500 miles—and not too fast for the first 2,000 miles, since by this means the little unevenesses on the cylinder and piston surfaces are most satisfactorily ironed out.

Yet there are some competent engineers who believe that a better result is secured by taking the new job out and driving it fast right from the start. This statement, we understand, applies to engines with aluminum pistons and not to those with cast iron.

Recently, special "break-in" oils have appeared on the market so that a new car may be driven at full speed from the very beginning without danger of harming it. A quart or so, is added to the crankcase oil.

The practice of adding a pint of engine oil to each five gallons of gasoline also should not be forgotten, although unnecessary when "break-in" oil is used.

Another question which comes up is: When should valves be ground on a new car? Some service experts recommend that this job be done after the first 2,000 miles, while others say it may be postponed for many thousand miles—until the valves begin to leak. Obviously if the valves will stay tight for months of service it is a waste of the owner's money to grind them when the car is nearly new. On the other hand if there is something peculiar or perhaps defective about the design of some particular make of engine, valve grinding at 2,000 miles may be desirable after which it is probable that a second valve grinding will not be necessary for several thousand miles. The need for grinding may arise from warpage of the valves under initial heating, whereas after valves have been subject to heat, for say 2,000 miles, no further warpage occurs. Stretching of the valve stems may also occur, especially under continued high-speed operation. During the first 2,000 miles the continued pounding of the valves on the seats compresses the metal and hardens it, so that seat wear is much less rapid from this point on. This remark is especially true if the block is soft, therefore under conditions described, if the valves are ground and the seats lightly lowed at 2,000 miles, they should be good for many thousand miles without further attention. Cars should be taken, however, not to remove enough material to cut through the hard, glazed film on the seat.

Whether the block is hard or soft, the initial wear of the valve seat plus stretch or growth of the stem, emphasizes the importance of checking the valve clearance at 2,000 miles.

After a car has been driven many thousand miles and the valves ground several times, their seats may have shrunk too far into the cylinder block. When this occurs, rather than replace the block, each valve seat may be bored out and a ring pressed in to form a new valve seat.

Ever since detachable cylinder heads became popular it has been customary to speak of valve grinding and carbon removal in the same breath, because the two jobs were usually needed at about the same time, or at any rate since the head had to be taken off to grind the valves. It was desirable to remove the carbon, whether the deposit was heavy or not.

CONDITIONS CHANGE

But conditions have changed so that on many cars a carbon knock appears long before valves need grinding. On the one hand this is due to the fact that valves stay tight longer, due to better design and better materials. On the other hand, engines, if anything, are more prone to knock than they formerly were mainly because compressions are higher.

On some engines the compression is so close to the knocking or detonation point that as soon as a thin film of carbon appears, a knock is heard. Detonation is usually due to the fact that the last gas to burn is at too high a temperature. With just a little lower temperature detonation does not take place. Carbon is a poor conductor of heat and therefore as the thickness of the carbon film increases, the walls of the combustion chamber are no longer able to keep the last gas to burn sufficiently cool—and then detonation occurs.

Everybody knows that the trouble may be cured by removing the carbon. But this is the correct procedure provided the valves need grinding at about the same time. However, if the valves are still perfectly tight, it seems a shame to go to the expense of removing the cylinder head. One remedy is to use a high-compression fuel, and while this fuel costs more per gallon, usually many gallons may be purchased before the additional cost equals that of removing the head and scraping away the carbon.

Still another solution of the problem is to use an effective carbon solvent, introducing it into a hot engine which is then allowed to stand several hours. The solvent makes the carbon soft and fluffy, so that when the engine is started again the bits of the carbon is blown out and detonation cured. Be it noted, however, that not all materials claimed to dissolve carbon really will do the job. Some will and some won't. Even the former really do not dissolve the carbon, for carbon is insoluble in any known liquid at ordinary temperatures (although soluble in some impreticable materials such as molten iron). A successful carbon solvent depends on its ability to dissolve the gummy oil cementing the carbon particles together. Remove the cement and the resulting carbon powder (including road dust) blows out of the exhaust.

Sticking valves may often be cured or prevented by installing a "top-cylinder" lubricator. An effective top-cylinder oil in an effective lubricator will also keep the carbon soft on the valve faces and seats so that it pounds off and in this way will often long postpone the necessity for valve grinding.

In connection with adjusting valves for maximum silence, it should be noted that some engines require extreme accuracy of adjustment if full silence is to be achieved. In other words, variation of a thousandth or so from the specified adjustment may prevent the valve from being opened and closed by the quieting ramps on the cam.

Cast iron grows if subject to prolonged heat of about 500 degrees. According to some authorities, this is due to the fact that the atoms composing iron carbide, which are present in considerable numbers in the casting, separate one from another. The carbon atoms when diverced from the iron atoms take the form of graphite and thus occupy more space and consequently expand the casting. Since cast iron pistons are frequently subjected to temperatures above 500 degrees, their growth is considerable, whereas cylinder blocks rarely reach this temperature and so their growth is negligible. Almost invariably piston wear is more rapid than growth. On the other hand, without growth, tet wear would be more rapid than it is now. In rare cases where engines have been well lubricated and operated on very clean air, pistons have been found larger after several thousand miles than when new, indicating that growth may be greater than wear. Other metals grew when subject to heat due to changes in their molecular structure.

Many methods are used to check the engine when pistons and cylinders are believed to be worn so that there is piston slap, all pumping and loss of compression. Some mechanics simply short one plug at a time and listen for the slap, while others rest a screwdriver against the upper part of the cylinder block and use it like a stethoscope. Another method is to attach a meter in the spark plug holes and test the compression. Still another group prefers to remove the cylinder head and either actually measure the top and bottom diameters of the cylinders or else press the piston sideways to determine how much play there is. When the cylinder is worn very much a shoulder can be felt on the wall at the top of the piston stroke.

When it comes to curing oil pumping and piston slapping the first question to decide is whether to refinish the cylinders or to put in spring-backed expanding rings. There have been many long arguments on this question. Of course, if the owner has an old hunker that really isn't worth overhauling, the fairest thing to tell him is to continue to buy oil and use the car until the spark plugs foul or loss of power becomes objectionably excessive—and then throw it away.

ADVANTAGES OF HONING

Manufacturers of expanding rings emphasize that their method is cheaper, since the labor required for refinishing the cylinders is avoided and because the old pistons may generally be used. Some service men also install these rings after refinishing the cylinders. These rings are also recommended by some experts for new cars which sometimes are troubled with oil pumping. No machine work or special equipment is required for the purpose of installing these rings.

The principal advantages urged in favor of honing include: The production of a round, smooth bore without removing the engine from the chassis, secured by a portable, relatively inexpensive tool. While, those who do not favor honing say: "Little stock can be removed with one setting, which means that more than one cut must be used if much material must be removed to smooth up the bore. Since the hone is driven through a universal joint it follows the bore, and if the bore is not exactly at right angles to crankshaft, the same will be true of the finished bore."

Those who favor boring say: "It is faster than grinding or honing, since as much material as necessary can be removed in one cut. It produces a bore which is satisfactorily straight and round, and at right angles to the crankshaft. But after the hole is bored, it is customary practice to smooth the cylinders with a hone. A reboring hone usually keeps its shape longer than the original bore because heat during many miles of use has seasoned the block." Among the disadvantages mentioned are the need for two tools, a hone as well as a boring tool.

IDEAL FINISH

Those who favor removing the block from the car and grinding it, point out that this method gives an ideal finish and a smooth, round, true bore. Disadvantages are the cost of removing and replacing the engine, cost of the grinder and the extra cost of labor.

If a bore is so badly damaged that refinishing is out of the question, either a new block must be obtained or the scores filled with a special solder. This second method has not proved satisfactory because of the tendency of the solder to loosen. A third alternative is to bore out the hole and fit a new sleeve. This is a job for a specialist. The installation of sleeves is also desirable in an engine having a soft block to increase the life—provided the sleeve cost less than the block.

Double Crash on Speedway

The Double Crash Between R. Stanley and O. Bishop During the Handicap Race at King's Oak Speedway, High Beach, England.

IF BEARINGS FREEZE UP, TREAT WITH OIL

When a king pin bushing or bearing is unusually tight, or has become frozen to a point where it does not take grease easily, there are various ways of meeting the situation. The first step is to try a grease gun capable of higher pressure and to do the work, with the front wheel jacked up.

Often by swinging the wheels to the right or left the bushings will take lubricant properly, although if the lower one of either king pin is troublesome it is natural to expect an excess of grease to work out around the top before a sufficient amount will show up at the bottom.

If pressure fails to send grease to the troublesome part, it is a good plan to squirt some penetrating oil, such as is used for springs over the lower part of the steering spindle where it swings on the king pin.

THIS AUTO IS ONLY THREE FEET HIGH

New York has just had a look at an automobile only three feet high and weighing only half a ton. It is not being introduced for general use, but is the property of Captain R. D. Archibald, a British airman, who plans to carry the car on his flights hereafter as part of his baggage, to be used chiefly for pleasure when he lands somewhere.

SEE YOUR OWN EVERGREEN PLAYGROUND

MOTOR ALONG SUNLIT LAKES FRAMED IN LOVELY ORCHARDS

Fruit-Laden Trees In Endless Green Aisles Stretch Back Over The Foothills To Distant Mountains

Okanagan and Arrow Lakes Country

THERE never was such endless greenery. The orchard aisles create moving green patterns as you roll along smooth highways. See all the happy Okanagan Valley and the Arrow Lakes Country. One moment a glimpse of a blue lake, lovely as a Scottish tarn . . . again a vista of the mountains soaring above fruit-tree covered hills. Skies are Egyptian blue . . . cool breezes blow.

Stop at picturesque ranch houses. Visit great plants where fruit is packed for the markets of the world. Thriving towns will welcome you to good hotels. Guides will lead you to well-stocked trout streams and big game country. What a touring happyland for you!

Along the way, the Blue and White Pumps of the Union Oil Company of Canada Ltd. invite you to drive in for the new Union Summer Gasoline and every motoring need. This new gasoline gives smoother power . . . the driving force of a sustained explosion during the full down-stroke of the piston. You'll find grades easy with this new sustained pull.

Ask at any Blue and White Union Oil Station for free copy of Official Road Maps of B.C., or write Union Oil Company of Canada, Ltd., Vancouver, B.C.

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Experts Concentrate on Body Design

Body Designs Have Many Novelties in Their Construction

Skilled Designers Have Produced Pleasing, Artistic and Effective Lines Which Are so Largely Responsible for the Increased Interest Women Are Taking in Motoring

Beauty, Comfort and Convenience Seen

THERE is a group of engineers which plays an important part in the automotive industry but is little known to the public. This group is composed of those skilled men who design bodies of automobiles. These are the people who are responsible for many of the comforts and conveniences which are taken for granted by most automobile owners.

Pleasing body lines have been designed and may be seen by the public at the Auto Show at the Provincial Exhibition, which starts tomorrow and will continue until August 23. While they have a universal appeal, it is probable that these artistic lines are partially responsible for the increased interest women are taking in motoring. These body designers must not only produce lines which appeal to the esthetic sense, but they must exercise a thorough understanding of body and mechanical engineering. All bodies must be beautiful and they must contain all possible factors of comfort, quietness, durability, convenience, safety and style.

DRIVER'S SEAT ADJUSTABLE

Take, for instance, such a matter as the distance from the back of the front seat to the controls. This has to be worked out so that any operator may have free and unhampered access to the controls at all times. If the back of the seat is too near the controls, the driver's legs will be forced into a very cramped position. If the controls are too far away other difficulties are involved. Not long ago it was impossible to obtain an automobile where the front seat would be suitable to a short-legged person, as well as one having longer limbs. The consequence was that when a car fitted a short fellow it was almost impossible for a tall person to drive the same car comfortably. If the car fitted neither, then the short person had to use a pillow at his back to operate the car with any comfort, and the tall person had to fold up his legs as best he could.

The adjustable driver's seat, perfected by the body designers, has overcome this inconvenience. Now it is possible to manipulate the front seat in such a way as to adjust it to the riding comfort of almost any person. This is done by being able to move the seat either forward or backward. In some cases the backs of the seat are also adjustable, making it possible to tilt them, so as to provide the maximum of comfort.

Body designers have arranged so that the top of the front seat cushion is sufficiently high to permit the driver to have a clear view of the highway directly in front of the car. These engineers have worked out to a nicety the proper space to be provided between the top of the front seat cushion and the lower rim of the steering wheel.

Through endless tests, the height of the steering post has been arranged so that the hands of the driver will rest comfortably on the wheel. The problem here was to get the wheel high enough so as not to interfere with leg action, and low enough so as not to interfere with the vision.

The double-drop frame is another improvement which the body designers have perfected. This frame is arched over the axles and lowers the centre of gravity of the car by several inches. Thus it becomes possible to construct a much lower body without the sacrifice of head room. Some manufacturers have evolved even further lowering of the body by adopting the underslung worm gear drive in the rear axle and hypoid gear drives.

WIDER REAR AXLE TREAD

Another improvement adopted by some has been the introduction of a wider rear axle tread. This enables the construction of a wider body without hurting the balance or appearance. The arrangement of the rear seats in the automobile represents another improvement. What has really been done is that the body designers have designed the seats for comfort and convenience, and have made the body lines conform to whatever requirements they found.

Some other problems have to do with the arrangement of windows so as to secure proper ventilation; the introduction of non-breakable glass; the elimination of squeaks and rattles. The increased use of steel in the construction of automobile bodies has tended to make them more substantial and consequently less likely to rattle and squeak.

New Safety Device Invented for Autos

How the Pressure of a Man's Knee Against the Sure-Guard Equipped Bumper Brings the Car to a Quick Stop. The Slightest Impact With Any Object Does the Trick.

CHRYSLER HAS TWO "8" LINES

New Series Shows Revolutionary Style and Performance

ARE ALL-STEEL BODIES

Walter P. Chrysler announces two lines of straight eight-cylinder motor cars—the first eight-cylinder cars ever to bear the Chrysler name and the proved products of months of engineering development.

In these new cars Chrysler engineers have directed every effort toward designing a car with perfect smoothness, perfect roadability, perfect handling and a total absence of rocking or rolling through lowered centre of gravity, Continental smartness, exquisite body appointments, synchronization of engine, of transmission and of brakes—in fact, a perfectly balanced and correlated piece of mechanism.

The two lines have been designated as the Chrysler Eight and the Chrysler Imperial Eight. The former is offered in four body styles, royal sedan, convertible coupe, standard coupe and roadster. The four body types of the Imperial Eight are seven-passenger sedan, sedan limousine, five-passenger sedan and close-coupled four-door sedan.

OUTSTANDING FEATURES

Outstanding mechanical features of both lines include the L-head type of straight-eight engine with the famous Chrysler silver dome cylinder head; the four-speed transmission and gear shift; downdraft carburetion; automatically controlled radiator shutters; two-way hydraulic shock absorbers; four-wheel internal expanding hydraulic brakes, completely enclosed; fuel pumps; four point rubber engine mountings; impulse neutralizers, the bonderite rust-proofing process on all enameled parts and scores of other refinements.

In appearance neither car has a counterpart. One of the remarkable engineering accomplishments has been the development of the chassis and body design as a unit employing a new type of reinforced double-drop chassis frame and a welded all-steel body. Perfect correlation produces extreme lowness and increased headroom, with no sacrifice of road clearance.

Long graceful hoods covering the engine compartment narrow at the front and come to a point in a single vertical chromium bar at the centre, creating an atmosphere of speed, power and grace. Bullet-shaped chromium headlamps and sweeping air-wing fenders add to the fleet lines of the low frontal area.

From the chromium cowl bars and lamps to the rear bumpers the cars again depart from orthodox body design. Sloping windshields are parallel to the forward slant of the radiator front. On the Imperial Eight the windshield is in two panels. Door and window openings on all models are gracefully curved at the top.

ALL-STEEL BODIES

All-steel bodies are introduced on every model of the Chrysler Eight, the first time this type of construction has been offered on cars in this price class. The front end cowl, sides and rear compartment are one-piece stampings, flash welded and fused together to form a single body unit. Annoying squeaks and rattles are eliminated by perfectly-fitting doors and windows.

STRAIGHT-EIGHT ENGINES

The engine of the Chrysler Eight incorporates the finest Chrysler features, developing eighty horsepower at 3,400 revolutions per minute. It has a bore of three inches, a stroke of four and one-quarter inches and a displacement of 240.33 cubic inches. S.A.E. horsepower rating is 28.80.

Five main bearings, having a total area of 59.4 square inches, support the statically and dynamically balanced crankshaft. The crankshaft, weighing sixty-nine and one-half pounds, is equipped with the exclusive Chrysler impulse neutraliser.

The downdraft carburetor mounted above the engine and exclusive Chrysler manifolding produce an amazing gain in engine power and flexibility that made Chrysler cars outstanding in the six-cylinder field.

Engine lubrication is by full force-feed to all main, connecting-rod and camshaft bearings. The oil pump is of the gear type. Engine accessories include oil filter, air cleaner, fuel strainer and crankcase ventilator. The V-type fan belt also drives the generator at the left side of the engine.

The four-speed transmission with multi-range gear shift, which was a proved feature in Chrysler sixes, has one reverse and four forward-speed ranges—heavy duty, starting, acceleration and driving.

IMPERIAL EIGHT LUXURIOUS

Chrysler craftsmanship reaches its height in the Imperial Eight the successor to the Chrysler Imperial, long ranked with the finest motor cars of the world. In this series custom coach work is carried out in every model.

Its low, rakish lines can be appreciated by the fact that its overall length from bumper to bumper is 210¾ inches with a road clearance of eight and five-sixteenths inches and overall height of sixty-eight inches. From its wide chromium-plated radiator shell to the neatly-concealed fuel tank, massive grace and simple elegance have been attained.

125-H.P. ENGINE

The engine of the Imperial Eight is the "L"-head type, developing 125 horsepower at 3,200 revolutions per minute. It is by far the finest and most powerful engine ever designed by Chrysler engineers.

The counter-weighted statically and dynamically balanced crankshaft is completely machined. Nine main bearings, having a total area of 112.31 square inches support this crankshaft. Aluminum alloy pistons of the iso-therm invar-strut type have four compression rings and one oil control ring. The engine is mounted in rubber with four point suspension, completely insulating vibration from the frame and body.

The four-speed transmission with multi-range gear shift is provided to give maximum results in performance.

Dual down-draft carburetion with special designed manifolding is used on every Imperial Eight model. With this system the flow of the fuel is downward to every cylinder. Gasoline is supplied to the carburetor by a fuel pump and an acceleration pump on the carburetor provides for sudden acceleration under all operating conditions.

Four-wheel internal-expanding brakes, expanding in fifteen-inch reinforced drums, offer the most powerful brakes ever developed by Chrysler, since the braking area is 189.6 square inches. The parking or emergency brakes, controlled by the hand lever, contracts on an eight-inch drum at the rear of the transmission.

Speedometer Is Always Busy as Guide to Driver

THAT the speedometer is one of the most necessary devices on the automobile can be seen from a partial list of services it performs:

Gives distance between towns.

Tells how far car has traveled.

It tells how fast car is going.

Enables operator to observe speed laws.

Tells not to drive a new car too fast.

How much mileage per gallon of gasoline.

Tells how much tire milage is being made.

Acts as guide when a person gives directions.

Tells how car is performing, an acceleration and hill-climbing.

Tells when to change oil and when to have other services done in accordance with the car instruction manual.

Reformers believe in law and order—so long as they can lay down the law and give the orders.

He had saved the girl from a terrible automobile wreck and her father was grateful.

"Young man," said he, "I can never thank you sufficiently for your brave deed. You took an awful chance in saving my only daughter."

"No, I did not," answered the hero. "I'm married already."

A process for treating esparto grass for use in ropes and twines is being tested in Turin, Italy.

HEADLIGHTS FOR LIGHTHEADS

The perfect husband, I find, always belongs to the other woman.

Liar—I've driven this old bus of mine for 22,000 miles and never spent a cent for repairs.

Unbeliever—Say, I'd like to find a garage where they extend credit like that.

A dog doesn't bark as loud as an automobile horn, but it stays longer in the same locality.

CLEANING GASOLINE TANK IS IMPORTANT

Wise Motorist Will Take Drain Plug Out Every Few Months to Remove Dirt

Regardless of how careful the motorist may be, particles of foreign matter will get into the gasoline tank and will cause trouble in due time. If the gasoline level in the tank is kept high, these particles do not get into the fuel line so easily, as they are washed about at a point higher than the outlet. If the gasoline is allowed to run low there will, of course, be more of them to the cubic foot of fuel than when the tank was full, and there is greater danger of drawing them into the line.

That information is intended for the man who procrastinates about cleaning out his gasoline tank, but the wise motorist will take the drain plug out of the bottom of the tank every few months, drain off the fuel and strain the dirt out of it. This reduces the chances of getting the gasoline line plugged up. There are strainers in the carburetor and vacuum tank to catch the dirt, but they rust out in time and allow it to enter the carburetor. A very small particle of dirt will kill your engine if it gets lodged in the needle valve of the carburetor.

Gasoline will rot rubber, and as many of the gasoline filling stations use rubber-lined hose to get the fuel into your tank, pieces of this rubber often get into the tank. The fuel line does not run straight to the vacuum tank. If a piece of rubber or other matter which may have fallen into the tank gets into the line it is likely to stop in the first bend.

NEW GRAHAM CLUTCH

Clutches used in all Graham cars are equipped with a new design of clutch-driven member with mechanical vibration dampener that prevents chattering and "transmission rattle."

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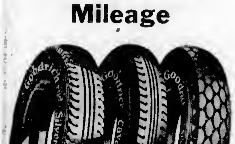

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AS A GUARANTEE of Pontiac's long life it is important to notice the manner in which small but extremely valuable features are protected against the effects of hardships undergone during long years of service.

It is characteristic of Pontiac, for example, that the water circulation in the famous cross flow radiator is thermostatically controlled. The result is that engine operation is more efficient and wear is greatly reduced. Pontiac was first to introduce the full-pressure lubrication system, which assures direct, adequate oiling of every part at all speeds.

The improved, internal four-wheel brakes are fully enclosed . . . protected from water and dirt by specially designed flanges. Similarly the long, supple springs are guarded by leather covers. And the links of the Lovejoy shock absorbers being *solid*, absorb every bump.

These and other protected features make Pontiac's value not only great but *enduring*. See this finer car today. Drive it. Test it thoroughly. Learn about the General Motors Owner Service Policy, the most complete in the automobile industry. And, should you wish, make use of the G.M.A.C., General Motors' own deferred payment plan.

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IT'S BETTER BECAUSE IT'S CANADIAN

Bus Traffic Demands Better Roads

Position of Motor Vehicles Regarding Transport Schemes

Leading British Companies Establish Bus Service Throughout United Kingdom and National Lines Compare Favorably With Any Others in All Parts of the World

General Desire for Travel Increases

ONE of the papers of greatest interest to users of motor vehicles, particularly buses, was that presented during the Institute of Transport Congress at London recently by William J. Thomson, director of the Scottish Motor Traction Co., Ltd.

It has been said, stated Mr. Thomson, that the road is a true index by which may be known any age or people. A century ago we would seem to have lost it as a potential factor in our lives, but at the beginning of this century it entered upon an entirely new and more imposing phase of activity and usefulness. With the advent of the motor vehicle came a readjustment of our social and industrial life.

Routes were originally planned on an extremely simple—one might almost say primitive—scale, largely controlled by such all-important factors as cost, vexatious speed limits, the potentialities of residential and urban areas and other conditions which did not affect in the same way the development of the motor car. The commercial factor predominated, combined with a high regard for public safety.

The leading bus companies had and still have, many problems in overcome in dealing with traffic conditions in and around the cities and in linking up one community with another. Bus traffic had first to develop in relationship to short-distance requirements.

Routes on a more extended and more ambitious scale were bound to follow, but the leading operators most closely identified with the movement from its inception approached this development with a commendable degree of caution.

BUSES COMPARE FAVORABLY

Obviously there were such vital questions as the efficient control of the service over a greatly extended area, the selection of men of the right type for drivers and conductors, who could be relied upon for their integrity and who would, in an emergency, act with discretion, judgment and initiative. There was also the cost of supervision of vehicles operated at a considerable distance from headquarters, beyond the range of the telephone.

It will be admitted that the leading companies have, in recent years, established bus services throughout the kingdom which compare favorably with those in any other part of the world. Within an incredibly short time almost every important centre in the United Kingdom has been linked up. For example, one may travel by coach from London at almost any hour of the day, to Bristol, 134 miles; Liverpool, 199 miles; Manchester, 191 miles, and Birmingham, 110 miles, while between London and Newcastle, 276 miles, London and Edinburgh, 398 miles, and London and Glasgow, 397 miles, regular services are in operation both day and night.

It is interesting to note that there is now an excellent service in operation between places so far apart as Inverness and London. One may leave Inverness at 9 a.m. and arrive in London the following morning; this covers a journey of 572 miles. If the Channel Tunnel comes into existence we may see a great international service extending from John O'Groats to Monte Carlo and right across Europe to Constantinople. Such a state of affairs is reasonably conceivable.

HARMONY WITH RAIL

Many of them could remember when there were no means for transport except by train, canal-boat or steamer. Highways had been deserted and grass-grown; the people had for a time ceased to think in terms of roads, but the motor moment has changed all that, and today—here Mr. Thomson says that he speaks with a fairly intimate association with railway administration, in recent months he is gratified to find that the railway mind is more clearly in harmony with the road mind than he expected in such a short time.

Doubtless the railway companies have lost a good deal of traffic owing to the advent of the motor vehicle, but it will be admitted that many people who travel today by motor would not travel if there were no road vehicles. The great bulk of the passenger traffic on the roads is entirely new and would not have come into being at all but for the phenomenal development of the coach and bus.

Mr. Thomson then goes into the difficulties that would face the railway companies in connection with the possible reduction of fares to compete with road transport. He gives the example that if the companies reduced their London-Edinburgh fare from 99s to 50s, they would require to carry nearly double the number of passengers in order to maintain their present gross profit. Presumably their trains are today carrying more than 50 per cent of their capacity and the increase, if obtained, would, therefore, demand more rolling stock, more engine power, more collectors, attendants, etc. Special trains at low fares would be quite likely to deplete the revenue of ordinary trains, and it is questionable whether the railway companies could afford this.

Mr. Thomson says that should the railway companies find it possible further to reduce their long-distance fares and still make a profit, he, for one, speaking as a long-distance road operator, would welcome it, as he is firmly convinced that it would add materially to the great and ever-increasing volume of traffic all over the country.

The desire on the part of the public to travel is greater, the urge more insistent than it ever was and it will increase with the passing of the years. On the other hand the question arises as to whether the coach and bus companies can afford to continue at their present fares.

Mr. Thomson's own view, based on his long experience of the business, is that there is no reason why the bus companies should not continue at somewhere near the present fares. In saying this, he understands that there are likely to be increased costs in certain directions, the tendency being towards vehicles of greater luxury and refinement, but this may be compensated by reduced costs in other directions, such as by improvement in design of chassis, tires, coach work and accessories and by economies in manufacture.

Wayside Garden Protected

MRS. Travers, one of the oldest inhabitants of Birmingham District, England, tending her wayside garden which recently won first prize in the Horticultural Society's show. Mrs. Travers, living at the side of Birmingham-Leicester main road, protested that motorists continually ran over the flowers, and the Meriden District Council immediately installed a curb, painted white, to denote its boundary.

EDUCATING INDIANS

One of the very important functions of the Department of Indian Affairs is the providing of educational facilities for Indian children throughout the Dominion. Day schools are conducted on reserves in every province and where conditions necessitate it, residential schools are also operated.

MC LAUGHLIN-BUICK "8" GIVES NEW THRILLS

Motorists Find Advance Made Is Greater Even Than Had Been Anticipated

McLaughlin-Buick 1931 Valve-in-Head Straight Eights, which caused a sensation across Canada when they were presented to the public a few weeks ago, held a place in the spotlight at the motor show. In appearance the McLaughlin Buick Eights are much the same as the sixes, having the same sleek lines, carrying the suggestion of power and luxury. In performance there has been an advance even greater than the motoring public anticipated. There are many who have already chosen the McLaughlin-Buick Eight, and who radiate enthusiasm when they tell of driving this wonderful car with the big power plant, of its refinements and mechanical improvements which give a new thrill to motoring.

Quiet "synero-mesh" transmission; stronger bodies literally insulated against noise, heat and cold; an engine oil temperature regulator which ends the difficulties of driving in extremes of climate; a commutator dimmer and air cleaner which overcomes the intake noise common to many eights; these are some of the features of the 1931 McLaughlin-Buick which are additional to the new and efficient power plant.

A great contribution to trouble-free motoring is the engine oil temperature regulator on all the series. This device maintains the oil at the most efficient temperature, warming it in Winter and cooling it in Summer.

Silent synero-mesh transmission, standard on the three longer wheelbase series, appears for the first time in cars of medium price. It enables the driver to shift noiselessly back and forth at any speed required by driving conditions.

In addition to retaining the handsome body lines of the McLaughlin-Buick Sixes, the Eights retain also many of the proved features of their predecessors. The valve-in-head principle, the unit power plant, controlled servo-internal brakes, sealed chassis, and double-acting shock absorbers, all carried into the field of the eight.

The gauges for the old high-pressure tires were marked to measure each five pounds of air, but the gauges for balloons are marked to register each pound. This shows how much more important it is to have exact pressure in balloons.

Here's How the Money Goes on A Holiday Tour

WASHINGTON, Aug. 18.—Motor tourists spend more than a fourth, or twenty-six per cent, of their travel budget for merchandise, 20.5 per cent in restaurants and cafes, 17.3 per cent for hotel facilities, and only 11.3 per cent for gasoline, oil and other commodities pertaining to automobiles.

These figures were cited recently after exhaustive research made by the American Automobile Association. The remainder of the tourist's dollar is expended as follows: Ten and 3-10 per cent transportation (railroads, street railways, taxicabs and buses); 8.3 per cent theatre and amusements, and 8.9 per cent confectioneries and incidentals.

It is estimated that American tourists will spend $4,000,000,000 this season.

EFFICIENCY INCREASED BY LATEST LACQUER

Ten Per Cent Added to General Ability of Car by New Method

Chemists at the laboratories of a famous American company working in co-operation with a big maker of ignition cable have developed a lacquer which, it is claimed, when applied to ignition cables of automobiles, increases the general efficiency of the car 10 per cent and more. This especially compounded lacquer is used for finishing the cotton braid surrounding the rubber covering of ignition cables. It is flexible at temperatures as low as zero and as high as 270 degrees.

The new lacquer was developed because scientists have discovered that an atmospheric condition under the hood of automobiles similar to that caused by a thunderstorm when it releases ozone is sometimes responsible for ignition failure. The trouble is due to what is known as a corona action, an electrical phenomenon that takes place when high voltage is carried by an insulated conductor. This may be seen at night as a purplish glow along the surface of a high-tension line. The chemical action which is set up by corona around automobile ignition cables or spark plug wires insesates ozone, which causes the rapid deterioration of the rubber insulation of the wires.

The new lacquer fully protects the rubber from the effects not only of ozone but also of oil and gasoline. The exclusion of air by the lacquer guards against oxidation of the rubber, thereby prolonging its life.

More than 125,000 pounds of shelled peanuts are being shipped every month from Darien, China.

YOU CAN PREVENT FOREST FIRES

Check FOREST DESTRUCTION

Canadian forest industries add five hundred million dollars annually to the national wealth. Their very existence is threatened by forest fires, which directly or indirectly affect every citizen through their menace to the national prosperity.

Every Canadian should be careful with fire while in the woods.

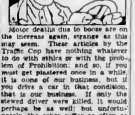
Save the FORESTS

Millions depend on them!

FOREST SERVICE
DEPARTMENT OF INTERIOR

The Traffic Cop

Baltimore, Boston, Chicago, Cincinnati, Louisville and Toledo are among the large cities showing a decrease in automobile fatalities during the past few months, and the latter two cities had no deaths during the month of May. This is evidence that auto deaths are not essential, that they can be reduced. But, of course, only with the co-operation of every pedestrian and motorist. Do your share.

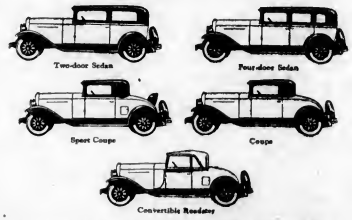


Motor deaths due to booze are on the increase again, evidence is this may seem. These articles by the Traffic Cop have nothing whatever to do with ethics or with the problem of Prohibition; and so, if you must get plastered once in a while, it is none of our business but if you drive a car in that condition, that is our business. If only the stewed driver were killed, it would perhaps be as well but unfortunately, the sober suffer as often as the drunk. Once again this quaint bit of philosophy: It is better to remain strictly sober if you must drive an automobile.

HOME OF BLUE GOOSE

One of the most outstanding achievements in Canadian ornithology in the year 1929 was the discovery of the breeding grounds of the Blue Goose in Baffin Island. The location of the nesting habitat of this species has baffled ornithologists for years.

GOOD LOOKS
GOOD VALUE
in your favorite body style



SMART appearance is a strong influence in the choice of a motor car. Good value is another and even more important one. Convenience, utility, and comfort . . . requiring a certain type for a certain purpose . . . are others.

And Oldsmobile supplies them all. For it is available in twenty-eight distinct models . . . offering a wide variety in design, equipment, and appointments . . . all featuring the good looks and riding ease that go with "Body by Fisher" . . . each assuring the fine performance, easy handling, long time economy and thorough dependability identified with the name Oldsmobile.

Come in and see this great line of automobiles. Examine your favorite model in detail. Get behind the wheel and test it yourself. No matter which Oldsmobile style you select you will find it eminently satisfactory in every way . . . and an unsurpassed value at its price.

Inquire about the General Motors Owner Service Policy, the most complete in the automobile industry . . . and about G.M.A.C., General Motors' own plan of convenient payments.

OLDSMOBILE
PRODUCT OF GENERAL MOTORS OF CANADA, LIMITED

See Special Showing of Oldsmobile Models at the Exhibition and at Dealers' Showrooms

Masters Motor Co., Limited
809 Yates Street (Next Door to Capitol Theatre) Phone 372
VICTORIA, B.C.

IT'S BETTER BECAUSE IT'S CANADIAN

Negligence Defined by U.S. Courts

Anticipate Future; Visualize Present; Remember Past

Driving Blind Is Negligence, U.S. Court Declares—When Driver Finds Himself Blinded by Approaching Headlights It Is His Duty to Reduce Speed and Stop

Court Gives Ruling on Night Motoring

"IN the exercise of ordinary care an operator of an automobile must be able to anticipate what is coming, to see what is present and to remember what is past," says the Supreme Judical Court of Massachusetts (169 N.E. 412) in a recent case.

The defendant invited a young woman friend to take a ride with him in his new automobile. They started from Brookline and drove to Plymouth, where they had dinner. They started on their return about 11:30 p.m. Some time after midnight the automobile went off the road on the left-hand side in Milston and struck a tree, "becoming pretty nearly out of commission altogether." Both occupants were subjects for the hospital.

The driver told several stories in explanation of the accident, to the effect that "he must have fallen asleep," that he did not "remember just what happened preceding the accident," that "as he came along he felt as though he wanted a cigarette and when he lit the cigarette that blinded him and the next thing he knew his car was wrecked and they were injured."

In overruling exceptions to a verdict in favor of the young woman, the Appellate Court said:

"Voluntarily to drive an automobile on a public street at any time of the day or night with closed eyes, or to yield to sleep while operating such kind of dangerous machine as is an automobile on a public highway, is to be guilty of a degree of negligence exceeding lack of ordinary care, and is a manifestation of recklessness which may be found by judge or jury to be gross negligence within any reasonable definition of that phrase."

COURT ON NIGHT DRIVING

There are numerous occasions to the effect that when a motorist finds himself blinded by the headlights of an approaching automobile it is his duty to reduce his speed and stop, if necessary, to avoid accidents. The difficulty in putting this rule into practice, especially upon busy thoroughfares, if they are to proceed at all, has occurred to many drivers.

The Supreme Court of Washington (283 p. 467) has announced a common sense rule on the subject with which all drivers will agree. It says:

"Every one who has driven an automobile in the night time, and every observant person who has ridden in an automobile in the night time and has met an oncoming automobile with burning lights knows that the lights obscure objects behind it for a considerable distance before the automobile is reached until a time after the lights are passed, and to say that it is negligence to drive past an automobile in such a situation is practically to say that it is negligence to drive along a highway in the night time at all.

"It must be remembered that both automobiles are in the same situation and if one must stop so must the other, and if the rule is to be applied it would require some intricate manoeuvring for the one to get by the other without violating the law. But neither the statute nor the general rules of law contemplate that cars must be stopped in such a situation. When two automobiles meet each other on a highway in the night time they may, under all ordinary conditions, proceed to pass at any rate of speed within the statutory limit without being subject to a charge of negligence."

CAR DEFECT NOT NEGLIGENCE

The owner of an automobile, purchased new, had trouble with it because of the brakes becoming locked, and on these occasions took it to several service stations for that particular make of car, the last time in the service station where he bought it, to have the trouble adjusted. Each time when the car was returned to him he was given assurance that the trouble had been eliminated.

The next day after the last adjustment he drove the automobile 100 miles without trouble, and had no trouble driving it on the second day. The third day after the last adjustment, while driving with a passenger, in trying to slow down in an emergency, the brake again became locked and the car turned over. The guest was injured and sued for damages.

The Court of Appeals of Louisiana (124 So. 818) upheld a judgment in favor of defendant, saying:

"It was a case of emergency in which defendant did all that he could under the circumstances to keep his car from turning over, but without avail.

"The driver's duty and responsibility to his guest in an automobile is merely to be careful and avoid committing any act of negligence or imprudence that might add to or increase the ordinary danger. It is demanded of him that he avoid the ordinary negligence or imprudence referred to in the civil code.

"Defendant exercised the care required in such cases and was not guilty of imprudence or negligence. The turning over of the car, causing the injury to plaintiff, was the result of a pure accident, and his demand was therefore properly rejected."

STATES' POULTRY INDUSTRY

An annual income of more than $1,000,000,000 now is produced by the United States poultry industry, representing ten per cent of the total farm income. A Survey of the Department of Agriculture shows the country to be the home of one-third of the world's poultry population. There are more than 6,000,000 separate flocks in the United States, including about 442,000,000 chickens.

Motorist Strikes Railway Engine; Sued in Court

ALTHOUGH a train was coming along the track whistling and with bell ringing, and although the crossing bell was sounding and the semaphores wigwagging in warning, George H. Smith, of West Berlin, determined to cross the railway line. The result was that he collided with the locomotive.

Although he escaped with his life, his automobile was badly damaged and the cost of the making of repairs to the locomotive amounted to $19.60. The Central Vermont Railway filed a claim for this amount with the intention of warning motorists that signals at railway crossings mean something. Horace W. Powers, attorney for the railway, announced that the claim had been settled out of court, Mr Smith's insurance company paying the sum.

CHEVROLET SIX IS MIGHTY GOOD CAR

Continual Favorable Comment Follows Addition of Many New Improvements

Among all the sixes displayed at the motor show, none enjoys more popular favor than the Chevrolet. This car has had a Dominion-wide gain in prestige since the 1930 models were offered to the public, and the discriminating buyers who choose Chevrolet have become boosters for what they have found to be a mighty good car. There has been continual favorable comment on the many new improvements which were added when this year's Chevrolet was placed on the market—the hydraulic shock absorbers, the better brakes, the new Fisher windshield, the larger tires and smaller wheels, and added to all this has been the Chevrolet's excellent record of satisfactory trouble-free performance.

The improved braking system employs the internal expanding type of brake front and rear, said to give perfect protection against water and dirt. They may be adjusted without removal of any plates from the brake drum. The emergency brake is an independent unit operating on the rear drums.

Two particularly useful chassis innovations are a harmonic balancer, which effectively dampens torsional vibration, and a steel band flywheel that insures easy and quiet starting for the full life of the car.

Smooth clutch operation is obtained through an integral disc, made in one piece of high-carbon steel. Easier riding and greater quietness are accomplished through a new type of self-adjusting spring shackle invented by a Canadian, R. L. Rand, of Amherst, N.S. In these the bushing in the spring eyes and brackets are eliminated, thus doing away with wear. Frequent lubrication is unnecessary, due to a larger oil reservoir.

Disc wheels are standard equipment on all models except the sport roadsters and sport coupe, which have wire wheels with drop-centre rims, demountable at the hub. Tires are 4.75 x 18.

JAKE SAYS

I know a guy who burns his candle at both ends so as to make both ends meet.

"Help your wife" reads one of them household hints. Sure! When she mops the floor, mop the floor with her.

A fellow who kissed a pretty girl in a car the other day was fined a dollar. Probably before the season is over they will be marked down to ninety-eight cents and placed on the south end of the bargain counter.

The Traffic Cop eyed her for ten minutes while she ran past a red light, turned left when she should have gone right, backed up against the car in the rear, stalled in the middle of the street and then nonchalantly powdered and painted like Sitting Bull . . .

"Say, sweet one, don't you know nothin' about the traffic rules in this town?"

"Sure I do; what in heck do you want to know?"

A new factory in Monterey, Mexico, is producing 30,000 square feet of glass a day.

WILLYS-KNIGHT GREAT SIX MEETS DEMAND

Luxurious Motoring and Good Taste Achieved in This Perfection of a Modern Car

The Willys-Knight Great Six, a product of the Willys-Overland Company, is marked by graceful, sweeping lines that admittedly establish a new style motive in quality car design. The striking lines of these models, which permit the entirely new exterior color treatment, set a new trend for modern motor car styles, and as a result meet the highest demands of luxury motoring.

The Great Six models, which include a wide range of body types, from a smart sports roadster to a five-passenger sedan, are surrounded with an atmosphere of luxury and good taste. Every line and detail of appointment indicate that these cars have been designed and built with careful attention to the latest demands of buyers of exclusive automobiles.

PERFECTION OUTSTANDING

The developments of the Willys-Knight Great Six line has not been confined merely to advanced style and beauty of lines, but its six-cylinder sleeve valve engine also is marked by a perfection which is outstanding among engines of its size. Developing eighty-seven horsepower, the new Willys-Knight Great Six power plant is the most powerful ever designed by Willys-Overland.

Providing, as it does, a smooth speed well in excess of seventy miles an hour, this new engine meets every speed and power demand of the modern driver.

NO DETAIL OVERLOOKED

No detail has been overlooked to provide the Willys-Knight with every convenience for the driver. The curved gear shift lever has been replaced by a straight one, which, combined with an improvement in the gear-shifting mechanism, has resulted in shortening the distance necessary for the hand to travel in changing gears.

The mechanical features, in addition to those mentioned, include the highly successful "finger-tip control," three-spoke steering wheel, one-shot lubricating system, cam and lever steering gear, manual heat control, automatic radiator shutters, all internal expanding four-wheel brakes, adjustable front seat and steering post, emergency brake at extreme left, double drop frame, long, flexible springs, and a heavy seven-bearing crankshaft.

Greek President's Wife and Her Packard

ONE of the most popular women of Greece is Mme. Helena Venizelos, wife of the President of the country. Both she and her Packard car, shown in the accompanying picture, are well known to nearly everyone in the national capital. She has devoted the largest part of her fortune to charitable works and she is at present planning to establish a large hospital for women.

STUDY SHOWS CHIEF CAUSES OF TROUBLES

Eight Primary Corrections for Travel Congestion Are Suggested

FINDINGS ARE OUTLINED

With almost every city in the country faced with the problem of dealing with traffic conditions within their own bounds, the findings of the National Conference on Street and Highway Safety recently held in Washington are of interest to both motorists and city planners.

In California, where there are more motorists per capita than anywhere else in the world, the traffic problem is one confronting every community.

EIGHT TROUBLES LISTED

Conclusions of the national conference on the causes of traffic difficulties are being passed along by the California State Automobile Association in order that the various cities and towns of this section may analyze themselves. Eight general causes for traffic difficulties are listed as follows:

"Lack of common plan of highway improvement upon which all agencies responsible for road betterments can devote concerted action.

"Absence of centralized authority and responsibility for road improvement, due largely to division of authority. Under these conditions the development of a satisfactory highway system has been found in most communities to be difficult.

"Reconstruction of the principal arterial routes which were originally built for light vehicular traffic.

CONVERGING ARTERIES

"Existing arterial routes between the cities and other expanding centres of population and traffic in the counties do not provide a sufficient number of main thoroughfares for the proper distribution of traffic.

"Tendency of main travelled roads to converge and units as they approach the central sections of cities, and creating serious problems of congestion.

"Narrow surfaces on various sections of main arterial highways, and other obstructions to the free movement of traffic, such as grade crossings, bridges and double parking.

"Inadequately improved sections of main arterial highways, and absence of improved connections on important routes, resulting in partially disconnected systems of highways, and uneconomic, indirect movements of traffic.

"Physical obstructions, such as rivers, railroad yards and industrial plants, which prevent direct routes and connections."

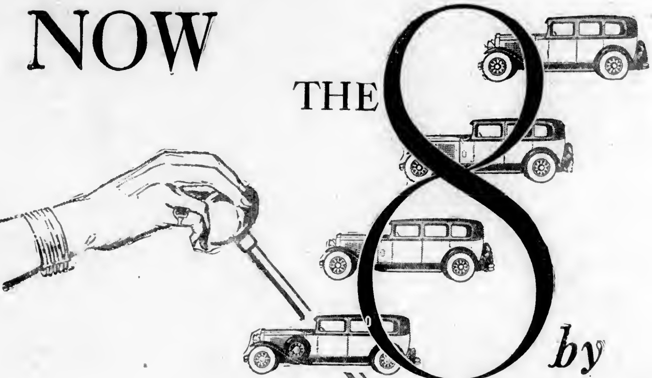
759 FOREIGN CARS BROUGHT INTO U.S.

Only 759 foreign cars were imported into the United States last year, while 546,202 American cars were exported, according to the Chicago Motor Club.

WATER MAKES CROPS

In the production of one bushel of wheat nature uses over thirty-one tons of water. This is but one of the very interesting facts disclosed in studies of soil moisture and crop production by experts of the Dominion Department of Agriculture.

NOW THE 8 by McLAUGHLIN-BUICK



FOUR SERIES...ONE, THE WORLD'S LOWEST PRICED VALVE-IN-HEAD STRAIGHT EIGHT*

$1290 at factory Oshawa, Ont.

NOW, twice as many Canadians can enjoy the greater value, finer performance and enduring worth that have always been characteristic of McLaughlin-Buick motor cars.

For now, McLaughlin-Buick, building on the famous, time-tried valve-in-head principle, and holding fast to proved fundamentals, has evolved the Straight-8.

You may expect a definite new quality and measure of performance—flexibility, higher speed, greater power—all delivered as smoothly, surely and as quietly as the tread of a panther.

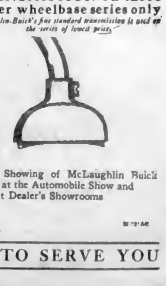
Most remarkable, is the fact that McLaughlin-Buick resources and ingenuity now make it possible for new thousands of Canadians to own a McLaughlin-Buick Straight-8, for one of the models is priced as low as $1290, f.o.b. Oshawa, Ont. Already many more people buy McLaughlin-Buicks than any other car in its price class. Now the great worth, that this unusual preference clearly demonstrates, is available to almost *every* motorist.

The Oil Temperature Regulator, by heating the oil in cold weather assures prompt efficiency when starting; it also cools the oil when high speeds are maintained and prevents loss of lubricating value. The Intake Silencer effectively blankets acceleration noises. The Ring-type Torsional Balancer smooths out engine vibration. And Insulated Bodies by Fisher, effect a new lasting quietness, comfort and safety because of a chassis construction strengthened doubly without any increase in weight.

Purchase is convenient, due to G.M.A.C., General Motors' own deferred payment plan and General Motors Owner Service Policy assures your complete and continued satisfaction.

*NEW SYNCRO-MESH SILENT TRANSMISSION on three longer wheelbase series only

McLaughlin-Buick's fine standard transmission is used on the series of lowest price.



See Special Showing of McLaughlin Buick Models at the Automobile Show and at Dealer's Showrooms

M-3-AC

THERE IS A McLAUGHLIN-BUICK DEALER NEAR YOU TO SERVE YOU

Fair Entries Pass High Water Mark

Fall Fair Holds Promise Of Breaking All Records In Number of Exhibitors

Directors State Entries Exceed All Previous Years—Lieutenant-Governor to Preside Over Opening Ceremonies—Improvement to Grounds During Year

Riding Devices and Midway Will Provide Amusements During Week

Browning Amusement Company Awarded Concession —Big Midway Planned With Circus and Additional Thrillers—Miniature Rides for the Children

WHEN the gates at the Provincial Fair Grounds are thrown open to the public at 2:30 Monday afternoon citizens of Victoria, Up-Island residents and visitors will view one of the biggest exhibitions probably in the history of the association. That is the promise of the officials and members of the board of directors, who are making every effort to give patrons a first-class showing in all departments. Given fine weather there is every promise of paid admissions reaching the 50,000 mark. The Lieutenant-Governor will preside at the opening.

It is reported that entries have far exceeded those of previous years, and space allotted is greater than in 1929. During the last two weeks each mail has brought a flood of entry forms from all parts of the district, indicating that the exhibits will be of a very representative nature and will give a good idea of the extent of possibilities for agriculture, industry and the development of the natural resources of British Columbia.

BRANCHES REPRESENTED

In the main buildings, in which many improvements have been made from year to year, will be found nature's creations in every conceivable form, and exhibits of educational value as well as many displays designed to demonstrate the district's ability to produce works of art and science in a highly developed stage. While the exhibits of produce and livestock will be much the same, in point of class, a number of new displays have been arranged for and these will be of particular interest to those attending the fair during fair week.

AMUSEMENT DEVICES

The association secretary announces that arrangements have been completed for the amusements feature, which has been a special attraction for young and old in past years. The association has again secured the Browning Amusement Co., of Salem, Oregon, well known to fair patrons on the Coast. This will be the fourth year the Browning shows have been billed for the Willows. The company will have a number of new devices and all the old ones, so popular with the public. As in former years, most of the large riding devices are duplicated in minature for the younger children. Boxing and wrestling concessions have been leased to responsible parties and the company will exhibit along the midway with side shows, animal shows and other forms of entertainment usually found on modern midways. The entire grounds will be brilliantly lighted throughout the night showings and a greater amount of space has been given over to the amusements this year than last, it is stated.

Exhibition officials announce that the Northern Electric equipment of loud speakers will be installed in various parts of the grounds to carry voice and music to all sections. This will be one of the new features. Special arrangements have also been made for music at the various buildings to be allotted as follows: Main Building, Fletcher Bros.; Manufacturers', Davis & King; Women's, West's Radio Shop. The automobile building will have a series of concerts arranged under the supervision of A. E. Humphries.

WOMEN'S DEPARTMENT

The women's department at the fair is always a place of interest. Under the direction of Mrs. E. W. Darcus this branch of the fair will contain Women's Institute exhibits, for which the winner is entitled to hold the Savory Challenge Cup for one year; exhibits of fancy work, needlework, knitting, arts and crafts, laundry work, work made from British Columbia wools, domestic science and many other classes.

The school exhibits, showing the work of the children of British Columbia, will also form another interesting branch. The classes include manual training, domestic science, home economics, essays, map drawing and sketching. The floral, horticultural and dairy departments will also have good showings, according to the number of exhibitors already recorded.

NATIONAL PICTURES

In the Arts Section will be the showing of twenty-four pictures loaned to the association by the National Art Gallery, which will be included in the showing of works of some of Victoria's artists and students of art.

A change, which will be welcomed by amateur photographers, has been made for this year's showings. Pictures may now be shown, taken by amateurs, but it is not necessary for the work, developing and printing, to be by the exhibitor. This change is made to provide a wider scope in this section of art, and many local camera fans may now take the opportunity of showing their best.

STOCK ON PARADE

One of the chief features at the grounds will be the stock parades in the central field of the Willows oval. Interest in the parade will be centered in the six-horse teams to be entered from various points in Washington and Oregon. Two strong teams will be those of the stables of A. O. Ruby, of Portland, and Frank Burge, Albany and McGrosky, of Garfield, Washington, who was a competitor in 1929. Among the Canadian entries will be horses from Vancouver, Fraser Valley and Alberta. The parade, officials state, will include approximately 142 head of heavy horses, ninety-eight of light, and 350 head of cattle.

LIVESTOCK AND POULTRY

Secretary W. H. Mearns has been advised that the livestock exhibit will emphasize the only basis on which the producer can build up a satisfactory business in livestock products. The basis is production and marketing of that type and quality of product which the consumer prefers and for which he guarantees a regular outlet at a premium over the rank and file of production.

The poultry section will give the key to successful production of market poultry. Poultry farming is a business, and the good business man produces what the consumer wants. Many sections devoted to the poultry exhibit go into the industry in extensive detail.

A revolving panorama in the middle of the exhibit will illustrate three important policies, advanced registry for purebred swine, boys and girls' swine clubs and boys and girls' lamb clubs and their objectives.

It is pointed out that boys and girls' swine clubs are now a reliable source from which to secure high-class breeding sows. In some cases the car lots of pigs marketed by clubs have graded 100 per cent select bacon. Boys and girls' club members of today, it is pointed out will be the strength and guide to the swine industry of tomorrow. They will be intelligent breeders and feeders and efficient merchandisers.

Another section of the exhibit will be devoted to demonstrating clearly the steps leading to profitable breeding production and, of course, to maximum beef consumption. The object, as will be so clearly portrayed, is quality.

MOLASSES IN CALF FEEDING

Feeding experiments at the University of Minnesota's College of Agriculture tend to show it doesn't pay to cater to a calf's sweet tooth. Using molasses in grain mixtures fed to calves, it was found they appeared to relish the food, but it brought no greater gains in weight than regular diets—without the expense of sweetness.

WATERFOWL RESOURCES

The information being secured through the waterfowl census undertaken by the National Parks of Canada, Department of the Interior, Ottawa, and the Bureau of Biological Survey, Department of Agriculture, Washington, D.C., will be very valuable in the formulation of a sound policy for the conservation of waterfowl resources in North America. This is particularly necessary in Canada and in the United States in connection with the enforcement of a treaty made in 1916 for the protection of birds which migrate between the two countries.

Talkies have become so popular in Calcutta, India, that only one silent picture theatre remains.

Private railways of Egypt are suffering greatly from motor transportation competition.

Judges Named for Annual Fair Well Trained for Work

JUDGES assigned to the Victoria exhibition, which opens at the Willows on Monday afternoon next, have been announced for the various sections and classes. The judges are all expert in their particular class, and many of them are well known to exhibitors and fair patrons of British Columbia. The following is the complete list of judges as given out by the secretary of the Fair Association:

Heavy Horses	J. A. Turner
Light Horses	Dr. McKay
Cattle Beef	George C. Hay
Holstein	S. G. Sims
Jersey	William Auld
Ayrshire	S. Ness
Guernsey	Prof. S. S. Hare
Sheep	C. H. Challenger
	John Wilson
Swine	Prof. H. M. King
Poultry	W. Walker
	H. W. Ashy
Goats	Mr. Freebourn
Rabbits	J. Thompson
Fruit	E. W. White
Vegetables	F. W. A. Jones
	T. C. Gould
Flowers	George Robinson
Decorated Tables	Mr. Saunders
Field Crops	C. Tice
Women's Work	Mrs. Amy Ward
Domestic Science	Miss K. Morrison
Dairy Products	K. O. MacKay
	A. A. Suffam
Honey	A. W. Findlay
Art	Mr. Bamford

Energetic Official On Fair Board

W. H. MEARNS

Secretary of the British Columbia Agricultural Association's Victoria exhibition, which opens at the Willows Tomorrow afternoon.

GAS PRICE WAR WAS EXPENSIVE

Entire Business Threatened by Costly Battle Along Pacific Coast

QUICK END NECESSARY

SAN FRANCISCO, Aug. 16.—A survey of the oil industry in California shows that the entire fabric of this business was threatened as a result of the recent price war along the Pacific Coast. Refiners, producers and dealers' organizations all agree that the seriousness of the situation was not recognized or shown by surface conditions. It is stated by the press and business organizations that the decision of the major companies to lead the way and stabilize prices on a proper basis and to decline to sell gasoline to dealers who refused to agree to maintain an economically sound price was absolutely necessary to save the industry from ruin.

The Chronicle stated that "only the prompt termination of the price war which has been raging on the Pacific Coast can save the oil industry and the many thousands of persons engaged in the sale of petroleum products from a catastrophe. If the oil industry, which, with its huge investments and hundreds of thousands of stockholders and employees, is one of the greatest economic units of the Pacific Coast, fails to prosper, the effect on other lines of business, already depressed in many respects, would be most disastrous."

The survey shows that there are about 40,000 dealers in petroleum products in the Pacific Coast States. Fully 39,000 thousand of these believe in conducting their business on a live-and-let-live basis. The war started when the other thousand dealers determined to get the business of their neighbors regardless of fair prices or results, and slaughtered prices to such a point that in some cases gasoline was practically being given away. At the height of the war, State Comptroller Riley of California stated that the state stood to lose nearly $1,000,000 through the failure of small refineries who were unable to pay the state tax. Business interests predicted the failure of from 50 to 75 per cent of the small service station operators.

The action of the large companies in re-establishing the business on a sound economic basis by refusing to sell to dealers who cut prices is regarded as absolutely necessary in the interests of the public, and has received the commendation of newspapers and business organizations over the area in which the price-cutting war raged.

PUTTING WORLD ON WHEELS JUST STARTED

In All Russia There Are Only 24,000 Cars, One to 6,130 People

After all, the business of putting the world on wheels is only just beginning. Russia, for instance, covers one-sixth of the earth's surface, yet has a total automobile registration of only 24,000, or one car to every 6,130 inhabitants. In contrast, Canada has 1,168,188 cars, or one car for every eight people. If Canada had her present population, and only enough cars to match Russia, she would have 1,524 cars; in other words, as many cars in all of Canada as there are today in Brockville, Ont., 1,439; Carleton County, N.B., 1,562; Hull City, Que., 1,534; Duncan, B.C., 1,637; or St. Boniface, Man., 1,529.

On the other hand, if Canada had her present car registration and a population per car to match Russia, the population of Canada would be 7,160,992,440. But, getting back again to world motorization, if there were cars in Russia as in Canada on the basis of one for every eight people, Russia would have a car registration of 16,346,666, which is 16,342,666 more cars than she has now.

The present Russian car registration is matched by any one of the following Canadian cities: Hamilton, 22,983, Vancouver, 27,356; Winnipeg, 24,508.

DESCRIBES INJURIES TO STORAGE POTATO

Low Temperature Too Soon After Bringing From Field Is Injurious Says Bulletin

Two specific injuries are caused when potatoes are put in a low temperature storage too soon after being taken from the field. The cold storage news letter of the Dominion Department of Agriculture just issued, describes these injuries and outlines a method by which they may be avoided.

The first of the injuries is caused by skinning. The potato, either in digging or handling is bruised or scratched, the skin being broken, when placed in low temperature storage around thirty-two degrees F., shrivelling about the wounded area results. In extreme cases the entire tuber may shrink to a mere mummy and considerable mould growth makes its appearance over the wounded surface.

WORTHLESS AS SEED

The second type of injury is of quite a different nature, taking the form of the killing of all or part of the eyes or buds and, in addition, the darkening or blackening of the lanticles which may become pitted. Not only does this injury detract from the appearance and sale value of potato stock affected, but what is more important, renders such potatoes practically worthless as seed.

Investigation shows that both these injuries occur when potatoes are placed in low temperature storage within three or four days of harvesting. It also shows that the injury occurs to a great extent at thirty-two degrees F., but also at temperatures ranging up to forty degrees F. It also shows that the principal cause is insufficient curing before placing the tubers in the low temperature storage.

TYPES OF INJURY

These two types of injury, which in some sections assume substantial proportions, may be overcome by the simple expedient of proper curing. When taken from the field, potatoes should be placed in a preliminary storage of from sixty to seventy degrees F. for a period of six days. This allows the potato a chance to properly cure. Potatoes may be held for periods of three months or longer in low temperature storage without either of the above noted injuries being substantially apparent.

REMOVE DYING BLOOMS

It is just as important to remove the dying bloom from shrubs as it is from the annual flowers, because the production of seed pods takes much energy out of the plants. Early-blooming shrubs such as spirea and syringa should also be pruned at this time. One should stop cultivating around shrubbery, woody vines and fruit trees now, as the new growth must be hardened so it will not kill back next Winter. In order to take up the surplus moisture in the soil around these plants it is a good plan to set in well-grown annuals which will correspond to the cover crops of oats, buckwheat, vetch or other things which large growers sow in their orchard for the same reason about this time of the year.

IN CHARGE OF BUILDINGS

The following officials will have charge of the various buildings and sections at the annual Fall Fair, which opens at the Willows Monday afternoon next at 2:30 o'clock.

Manufacturers' building—Alderman Litchfield.
Women's building—Mrs. E. W. Darcus.
Main building—Mr. Purdey and E. M. Whyte.
Poultry building—M. Blackstock.
Rabbit building—E. Greenwood.
Horse section—W. H. Munsie.
Cattle section—G. Sangster.
Sheep section—H. Webb.
Swine section—T. K. Harrap.
Goats—George Pilmer.

KEEP BLOCK CLEAN AVOID OVERHEATING

When Condition Is Chronic Remove and Scour Jackets With Boiling Water

Since the core of the radiator is a depository for rust and scale rather than a place for generating it, the folly of paying too much attention to the radiator when trying to seek a remedy for overheating is apparent.

When overheating is chronic and constant appearance of rust in the water drained off the system, proves that the trouble is due to the scale, the most important step is to clean the block of the engine. The most satisfactory way to do this is to remove the block and clean out the jackets directly with boiling water.

A simpler process, and one that should be tried first, is to put a flushing solution of one part of commercially pure muriatic acid to every twenty of water into the cooling system, and then let the engine idle with spark retarded until it overheats. This will boil the contents of the jackets, which can then be drained off.

SPIDER THREAD IN SURVEY

In the construction of surveyors' instruments, utilized for the purpose of surveying and mapping our country, use is made of a number of different materials. The most novel of these, perhaps, is the thread of the spider, which is placed in the optical system of the telescope as an aid in sighting upon definite objects.

Edinburgh, Scotland, is dwindling. Despite that the city's area is the same and there were 1,379 more inhabited houses in it, the population in 1929 was 816 less than in 1928, according to figures just announced. The population, on the latest estimate, is 427,538.

Head of Victoria's 1930 Exhibition

W. H. MUNSIE

President of the British Columbia Agricultural Association's Annual Fall Fair, opening at the Willows tomorrow.

BUY SEEDS BY SAMPLE IN ASSURED SYSTEM

Royal Winter Fair Takes Step to Promote Commercial Production and Registration

An important forward step to promote the commercial production and distribution of registered and certified seeds in Canada has been taken by the Royal Winter Fair to be held November 19 to 27. A new class has been added to the Royal programme for seed growers of wheat, oats and barley confined to competitors whose growing crops have been inspected in the field under the provision of the Dominion Seeds Act and who have not less than fifty bushels of registered and certified seed grain for sale in a commercial way. The actual exhibit will consist of one-half bushel sample and may be taken from the current crop or that of the previous harvest.

By the new conditions the prize winning half bushels must come from a fifty bushels bulk of the same quality and must be entered in the unbroken package sealed by an accredited inspector at the time he inspects and seals the bags or other containers of the main commercial crop. Briefly, this means it will be possible for farmers to buy seed grains by sample with official assurance that the bulk will equal sample. Prize winning in the past did not give this guarantee, because entrants could hand pick the best half bushel from a large quantity of mixed grain. Over eighty prizes are offered. The Spring wheat classes include the Marquis group, Garnet, Reward, Huron and Mindum. Those varieties of Winter wheat, oats and barley approved for registration are eligible. Barley may be six-rowed or two-rowed.

GATINEAU RIVER

When Champlain, in his ascent of the Ottawa River in 1613, reached what is now the site of the capital of the Dominion on June 4, he noticed a tributary coming from the north. The river was the Gatineau. Champlain gives no name to it and as far as the Geographic Board of Canada is aware the first record of any name for the river does not occur till 1783. In that year Lieutenant David Jones made a report to Governor Haldimand in which he mentions coming "to the River Lettinoe (Gatineau) and from thence about a league to Shoadeau (Chaudiere) Falls."

Visit Our Booth
At the Exhibition

Examine our fine display of tents, awnings, hammocks, every kind of canvas manufactured goods. Everything for vacation needs, hammocks, sleeping bags, etc. Come and see us at the fair.

F. Jeune & Bro., Ltd.
570 Johnson St. Phone 795

Clean Your House in HALF the time

THAT much, and more, in time is saved by a Premier Complete Cleaning Unit, because these Units do so many things that never could be done by ordinary electric cleaners.

Besides, your house is kept cleaner and neater.

These work-saving Units clean floor coverings of all kinds—and then clean where other cleaners can't. They also polish floors, protect materials against moths—and eliminate cooking odors.

Phone a Premier dealer today and get him to show you how efficient these units are.

Premier Junior	$40.00
Premier Spic-Span	17.50
Premier Junior Floor Polisher (If purchased separately)	5.00
The Complete Unit	63.50

The Premier Junior Complete Cleaning Unit comprises: The Premier Junior Vacuum Cleaner, the improved Premier Spic-Span, and the Premier floor polisher

$63.50

The Premier Complete Cleaning Units may be purchased On the Budget Plan ONLY $5.00 Down and balance arranged in small monthly installments

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LIBERAL ALLOWANCE ON YOUR OLD CLEANER

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DAVID SPENCER LIMITED

Don't Fail to See
The FESS
Full Automatic
Oil Burner
At the Fair

The Only ALL-CANADIAN Burner Sold in Victoria

Nearly 15,000 installed in Canada.
Over 5,000 installed in Toronto.
Over 3,000 installed in 1929.
Over 200 installed in B.C. in less than two years.

More than twice as many "FESS" sold in Canada than combined sales of all other makes.

. . . There Is a Reason . . .
Let us explain the exclusive FESS features.

Oil Burner Sales Co.
Booth Facing Main Entrance
Fair Grounds
SALES AND SERVICE
758 Yates St. Phone 394

A Water Garden— Is a Charming Feature

And inexpensive, too, if it is built by our organization of trained gardeners under expert supervision. You will find many water gardens built by us in Victoria, some on large properties, others on city lots, and planted with our own water lilies, iris, Japanese maples, weeping willows and birches. Whether your garden is new or old, you might consider the addition of a little pond this year, and let us give you a definite estimate of its cost.

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John Hutchison, F.R.H.S.; Norman Rant, F.R.H.S. Garden Architects

When He Reaches This Spot

A Watch Comes Crashing to the Ground!

Think of it . . . from the height of 1,000 feet a Bruner Master-Bilt Wrist Watch will be thrown. Such is our confidence that the intricate mechanism is completely shockproof.

Demonstrated at the Fall Fair August 20

As a sensational demonstration we have arranged this test, that the shockproof qualities of the Bruner Master-Bilt Watch may be tested in the most public way possible.

Officials will test the watch and seal it in a carton. After the fall they will pick it up and announce the proof of the store's claim.

Secure Your Ticket Now From F. W. Francis, Jeweler
The holder of the winning number wins a
$25.00 Watch Free
the choice of a lady's or a man's Bruner Master-Bilt Wrist Watch.
Number will be drawn on Aug. 20, at the Fair Grounds.

F.W. FRANCIS
Watchmaker and Jeweler
Douglas and Fisgard Streets
Opposite Hudson's Bay Co.
Phone 5825

Willows to Attract Season's Crowd

NEW ZEALAND WOULD PROMOTE EMPIRE TRADE

Thoughtlessness of Buyers Chief Deterrent to Greater Volume of Trade

MORE CANADIAN WOOD MIGHT BE UTILIZED

AUCKLAND, N.Z., Aug. 18.—Formation of an association for promoting trade within the British Empire is being considered by the big business men of New Zealand.

C. M. Croft, the Canadian Trade Commissioner to New Zealand, associated himself with the remarks made by the British-Trade Commissioner, L. A. Paish, at a recent conference here. Mr. Croft stated that thoughtlessness of buyers was the chief deterrent to a greater volume of trade between the Dominions and the Motherland. He asked why New Zealand products should be shipped to the markets of the world in boxes made of Baltic wood when Canada was able to furnish superior wood at equal price.

Mr. Paish followed this up with examples of New Zealand's purchases of goods produced outside the Empire when British materials of superior quality were available. He asked why New Zealand butter should be wrapped in cheesecloth made in the United States and costing $60,000 annually, especially when 99 per cent of the butter was sold in the British market. Hats valued at $250,000 were purchased outside the Empire when similar hats could be bought at similar prices from British countries.

Mr. Paish stated further that a few years ago there were no satisfactory typewriters made in Great Britain, but three years ago British manufacturers had turned out machines as good as any produced in the United States. He urged business men to consider this.

PUPS PARKING PLACE ATOP LONDON'S HOTEL

LONDON, Aug. 16.—A parking place for pups has been built on the roof of one of London's West End hotels. The British dog is generally supposed to be the best cared for canine in the world and this latest comfort seems to confirm the supposition. A uniformed page is assigned to feed, water and watch the dogs which are left while masters and mistresses attend the performance.

All the large department stores of London have an attendant in the entrance hall to stand guard over the dogs that are left while the owners shop. The dogs' leashes are hung on a series of hooks in front of which are placed little pans of water. There are a few restaurants, even in the smartest dining districts, where dogs are forbidden. Waiters cheerfully step over tails and legs that protrude from beneath table cloths and many hat checkrooms have complete dog checking facilities.

Dogs are allowed to travel unmolested in all railway trains, even in dining cars, and train conductors will gladly go through four or five cars to find a bone for some hungry pet. British dogs are carefully protected from contamination from abroad. Every dog that enters the country must be left in quarantine for six months, including those that can show British birth. After six months' inspection veterinarians can determine whether the visitors are bringing with them any contagious dog disease.

The first Canadian transcontinental line of precise levels was completed by the Geodetic Survey of Canada in 1916.

Hello, Everybody!

We Extend a Most Cordial Invitation to Visit Our Booth at the Exhibition

We Have Something to Show—And Something to Give You

Kingham-Gillespie Coal Co. Limited

613 Fort Street

Phones 647 and 149

To Open Exhibition At the Willows

HON. R. RANDOLPH BRUCE

Lieutenant-Governor of British Columbia, who will officiate at the opening ceremonies at the Provincial Exhibition tomorrow afternoon at 2:30.

SHIPPING CANADIAN BUNNIES TO ORIENT

Angora Rabits, Bred in British Columbia, Find Lucrative Market in Japan

Angora rabbits bred and raised in British Columbia are finding a ready lucrative market in Japan and large numbers of them are being shipped on almost every outgoing steamship for the Far East. One agency alone has a contract to supply a thousand rabbits a year for three years to the Japanese market.

In Japan they raise rabbits for wool and not for meat, it is explained by J. Kumaghaya, manager of the Consolidated Farmers' Co-Operative Association, who has been supervising the shipments from British Columbia.

"We plan to furnish every farmer in Japan with at least five rabbits," said Mr. Kumughaya. "We already have provided the machinery for handling the wool in all manufacturing stages."

The Japanese importers find that Canadian rabbits are superior to those raised in the Western United States, which were previously a source of supply. The cooler Summers tend to produce hardier stock and better conditioned fur, and as a result Japan has turned to British Columbia for the foundation of its rabbit industry.

MONGRELS ON APPLE TREE

MARTINEZ, Cal., Aug. 16.—A tree with approximately 125 varieties of apples on it has been grown near here by George Upham. It took twelve years of experiments to obtain the phenomenon. Upham has been grafting branches to the original tree since 1918. In the Spring the grafted limbs bud at different times with blossoms in dozens of shades.

ABUNDANCE OF WEEDS A CONSTANT PROBLEM

Not Only to Farmer and Gardener But to Railway and Highway Builder

To those who live in the older settled portions of the Dominion weeds are nothing new, they are accepted as necessary evils and prove a constant problem not only to the farmer and gardener, but to highway and road builders, railways, construction companies and to those suburban and urban dwellers who delight in the well-kept garden and lawn. Everyone knows weeds exist, but few realize the number and extent of weed varieties even in their immediate locality. Familiar as we all are with weeds it comes as somewhat of a surprise to know that in an entirely new section of Canada, separated geographically and agriculturally from the older settled parts of the Dominion, weeds not only flourish in abundance, but are a very material problem.

PAMPHLET ON PEACE RIVER

Some suggestion of the nature and extent of the weed problem in the Grande Prairie area of the Peace River District is afforded in a pamphlet which was prepared by Mr. Herbert Groh, Botanist of the Dominion Department of Agriculture. In the course of a brief survey of weeds in this area Mr. Groh identifies and describes some sixty-five definite botanical species.

Where have these weeds come from? The botanist observes that many of them are indigenous to the district, and very many more have been brought in through the opening up of the country. Railway construction projects, the inevitable introducers of weeds have played their part, but even fifty or sixty miles beyond the end of the steel weeds are found in profusion. The much maligned railway is not alone responsible for the introduction of weeds into this new country for the trail of the early explorer undoubtedly brought its quota, and construction projects in the area have contributed, with the result that the settler now has no lack of adventitious as well as native weeds to contend with from the start.

ORIGIN OF WEEDS

Among the weeds identified by the Botanist are included: Common yarrow, prairie rose, great willow herb or fireweed, timothy, wild barley, lambs quarters, Western rye grass, biennial wormwood, peppergrass, Russian pigweed, upright cinquefoil, wolfberry, common horsetail, shepherd's purse, knotgrass, dock, vetches, common dandelion, prairie sage, awnless brome grass, wild buckwheat, Northern bedstraw, pineapple weed, alsike clover, rough hair grass, common plantain, tumbling mustard, stinkweed, couch grass, Canada thistle, wild oats, Russian thistle, perennial sow thistle and some thirty other weeds.

One advantage to the situation in Grande Prairie, however, is that with the present knowledge of weeds in the district, effective methods for the eradication and control on farm lands should result in a high degree of control to the benefit of agriculture in the Grande Prairie area.

Exhibitions and Fairs to Be Held In B.C. This Year

The following is a list of the exhibitions and Fall fairs scheduled to be held in British Columbia during the balance of the year:

CIRCUIT I

Victoria	Aug. 18-23
Pulford Harbor	Aug. 29
Cobble Hill	Sept. 6
Sayward	Sept. 8
Lasquetl Island	Sept. 8
Alberni	Sept. 10
Courtenay	Sept. 10
Duncan	Sept. 12-13
Saanichton	Sept. 16-17
Coombs	Sept. 18-17
Metchosin	Sept. 17
Ladysmith	Sept. 17-18

CIRCUIT II

South Vancouver	Aug. 23-24
Burquitlam	Aug. 27-26
Chilliwack	Aug. 27-29
Gibson's Landing	Aug. 28
North Vancouver	Aug. 29-30
N.E. Burnaby	Aug. 30
Roberts Creek	Aug. 30
New Westminster	Sept. 1-8
West Vancouver	Sept. 6
Aldergrove	Sept. 10
Matsqui	Sept. 11-12
Langley	Sept. 17
Agassiz	Sept. 17
North Burnaby	Sept. 17-18
Mission	Sept. 18
Surrey	Sept. 24
South Burnaby	Sept. 24-25
Abbotsford	Sept. 25
South Vancouver	Oct. 17-18

CIRCUIT III

Ashcroft	Sept. 3
Lumby	Sept. 4
Peachland	Sept. 8
Armstrong	Sept. 9-11
Salmon Arm	Sept. 18-17
Kamloops	Sept. 18-18
Falkland	Sept. 18
Kelowna	Sept. 24-25

CIRCUIT IV

Nakusp	Aug. 17-18
Nelson	Aug. 17-20
Creston	Aug. 23-24
Slocan City	Aug. 25-26
Fernie	Aug. 26-27
Cranbrook	Aug. 28-30
Natal	Sept. 1

CIRCUIT V

Smithers	Aug. 27-29
Prince George	Sept. 2-3
Prince Rupert	Sept. 2-8
Terrace	Sept. 11-12
Williams Lake	Sept. 24-25
Hagensborg	Oct. 4 or 11

William J. Bonavia is secretary British Columbia Fairs Association, Department of Agriculture, Victoria, B.C.

Loyal Supporter of Provincial Fair

HON. S. F. TOLMIE

Premier of British Columbia, whose assistance to the board of directors of the exhibition to open tomorrow, has always been ready and willing.

CITY BUSINESS MEN MAKE FAIR POSSIBLE

Energetic Officers and Members of Association Responsible for All Details of Exhibition

The responsibility of making possible an annual exhibition in Victoria is a big one and it falls upon a group of business men who form what is known as the British Columbia Agricultural Association. It is a big task to superintend all the details which go towards making an exhibition a success, and these men have given of their time during the past months in arranging those details and seeing that the work outlined by them at their various meetings is carried out. The following is a list of the patrons, officers, members of executive and advisory committees and subcommittees working under them:

Patrons—His Royal Highness the Prince of Wales, His Honor Lieutenant-Governor Robert Randolph Bruce, Hon. W. R. Motherwell, M.P.

Honorary president—Hon. S. F. Tolmie, Premier of British Columbia.

Officers—W. H. Munsie, president; E. M. Whyte, Alberni, first vice-president; A. D. Paterson, Ladner, second vice-president; H. Webb, Chilliwack, third vice-president; David Spencer, Victoria, fourth vice-president; Mrs. H. Crocker, Victoria, fifth vice-president.

Executive committee—W. H. Munsie, Alderman Cullin, Alderman Woodward, Alderman Litchfield, A. E. Humphries, George Sangster; W. H. Mearns, secretary.

Executive subcommittees, chairmen—Agricultural division, E. M. Whyte; industrial division, Alderman Litchfield; sports and attractions department, A. E. Humphries; livestock and yard department, G. Sangster.

Advisory board—G. W. Allison, G. Attwood, H. E. Bayley, M. Blackstock, W. H. Brown, R. A. Cunningham, Victoria; Mrs. E. W. Darcus, Gordon Head; A. H. Dobson, Sooke; J. H. Fletcher, Victoria; A. Forbes, Cobble Hill; Whitney Griffiths, Metchosin; T. K. Harrap, Gordon Head; E. C. Hawkins, Crofton; Major J. P. Hibben, A. Knowles, R. Layritz, H. A. Leigh, J. McL. McIntosh, D. D. McTavish, Victoria; Mrs. McVicker, Metchosin; R. Mayhew, Victoria; P. H. Moore, Coquitlam; J. Naysmith, Victoria; R. M. Palmer, Cobble Hill; Frank H. Partridge, G. Pilmer, T. R. Purdey, Mrs. Raven, H. D. Reid, Mrs. Savory, J. R. Scoby, F. Sere, Mrs. Simmons, J. S. Stroyan, J. Turner, J. Unwin, T. Walker, G. I. Warren, Victoria; Colonel A. W. Woods, Gordon Head; J. Wood, Cowichan.

POULTRY MUST HAVE HEALTH CERTIFICATE WHEN BEING SHIPPED

Poultry experts at the University of British Columbia are offering poultrymen of the province a new service.

Certain sections of the Empire, certain foreign countries and certain states of the United States demand that all poultry imported for breeding purposes be tested for pullorum. A certificate of health declaring the bird pullorum free must accompany shipments to such places.

Certain recent shipments have been delayed owing to failure to comply with these requests.

Poultry experts of the university are prepared to examine all birds intended for shipment where health certificates are demanded. At least forty-eight hours' notice should be given.

PROLONGING BLOOMS

Bloom can always be prolonged with both annuals and perennials where the flowers are picked regularly. In the case of sweet peas, this will mean every day and almost as often with other things. Many of the perennials will bloom a second time and some of them three times in the same season if they are cut back. When the old flowers are past their best, shear away all stalks producing them. This may mean the removal of practically everything above ground in the case of delphiniums and the columbine. With the phlox, simply shearing off the flowers will usually be sufficient. The same is true with borders of alyssum which, if cut down to within an inch of the ground and watered well, will bloom again in about ten days. Of course where intensive bloom is encouraged, it is important to supply extra food, and a good mixed commercial fertilizer is recommended.

NEW MACHINE WILL ELIMINATE WASTE

Vancouver Island Pulp Plant Installing Largest of Its Kind in the World

The largest plant in the world for barking and chipping logs for pulp purposes is to be installed this Summer at the Port Alice plant of the British Columbia Pulp & Paper Company on Vancouver Island.

"We intend to emulate the Chicago packers who use every part of the hog but the squeal," said L. W. Killam, president of the company, describing the project. "We intend to use every part of the tree but the bark, and perhaps we'll find a use for that one of these days.

"Our chief idea is to eliminate waste. At present we are losing about 20 per cent of the tree by the fact that we are unable to make practical use of the tops. With this new equipment, to be the largest of its kind in operation anywhere, we will be able to handle logs ten feet long with a diameter up to twenty-two inches. We will be able to use the top and every other part of the tree."

This is only one of several attempts being made at present by Coast paper and pulp manufacturers to reduce waste and improve the quality of their product. The Powell River Company, largest producer of newsprint on the Pacific Coast, is experimenting with a view to eliminating discoloration in newsprint and with plans to utilize hemlock in pulp production to a greater extent than at present. Pacific Coast newsprint now contains about 40 per cent spruce and 40 per cent hemlock, with the remaining 20 per cent larch and balsam and other species. If the percentage of hemlock can be increased materially newsprint production will have a much greater future, experts claim.

"HAWG HOUNDS" IN ROUNDUP

JONESVILLE, La., Aug. 16.—The Judas goat of the packing centres has competition in the "hawg hounds" of Catahoula parish, one of Louisiana's chief pork producers. Droves of hogs run wild in the woods, and rounding them up would be impossible without the hounds, which literaly lead the pigs to the slaughter. When the time arrives for roundup, the owner simply releases one or more dogs. A dog selects the leader of a drove, worries him into a fighting frenzy and then leads him to the place of the roundup. The drove follows.

GIVE REDUCED FARES FOR EXHIBITION WEEK

Information has been received by W. H. Mearns, secretary of the Provincial Exhibition, which opens at the Willows Monday, that the Canadian Passenger Association, Western lines, will make the usual special concessions for the general public, judges and exhibitors for the fair.

Regular first class fare and one-third for the round trip will be offered by the Canadian Pacific Railway for Field, Kootenay Landing and west, by the Canadian National for Kettle Valley, and by the E. & N. This rate will prevail between August 18 to 22 inclusive, and on August 23 for trains and steamers arriving in Victoria not later than 3 p.m.

The same fare will be given for judges and exhibitors over the Canadian Pacific, Canadian National, Kettle Valley and E. & N. from stations in Alberta, east to Calgary, Macleod, Lethbridge, Stettler, Camrose and Edmonton.

See the Dial Telephone Demonstration

At the Exhibition

August 18 to 23

Visit our booth in the Manufacturers' Building, where a staff of demonstrators will show you how to use the dial telephones which will come into use in Victoria late this year.

Some of the intricate automatic telephone apparatus which is being installed in our central exchange on Blanshard Street in preparation for the new system has been set up in the booth. As you use the dial telephones there you will see this equipment handle your calls without the aid of human hands.

B. C. TELEPHONE CO.

SEE and HEAR

Westinghouse

AT THE FAIR

"The Pioneers in Radio"

Super-Sensitive
Super-Selective
Super-Tone Fidelity

Conspicuous among the many exhibits and booths at the Fair stands our stall in the Main Building. For here we display the latest Westinghouse products, bringing before the thousands of visitors radio at the pinnacle of achievement.

Genuine control of the deep sweet notes, full swelling volume, or finely regulated music, tuned to the merest whisper . . . this is but one of the many advantages brought by the WESTINGHOUSE Super-Heterodyne Series. 1931 creations now.

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1400 Government St.

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Many New Features at Exhibition

Works of Noted Canadian Artists to Be Viewed in Art Section at the Fair

Association Secures National Collection—History of Artists Given in Brief

Victoria, becoming wider known as the home of a number of talented artists, through the activities of the Island Arts and Crafts Society, it will be interesting to the citizens and those who have made a study of the paintings of world-renowned men and women to learn that W. H. Mearns, secretary of the Provincial Exhibition, which opens at the fair grounds at the Willows on Monday, has completed arrangements for the showing of some twenty-four paintings of Canadian artists. The paintings have been loaned to the association and will be on view in the arts section of the fair, together with paintings of Victoria artists.

The following is a list of the paintings on loan to the fair association, with their creators:

"A Little Puritan," Franklin Brownell, R.C.A.; "Evening," William Brymner, R.C.A.; "Wild Steeds of the Prairie," W. H. Challener, A.R.C.A.; "The Three Bathers, Cuba," W. H. Clapp, A.R.C.A.; "The Green Balloon," Emily Coonan; "Affy, Daughter of the Artist," Ernest Rosbery, A.R.C.A.; "Street in Edinburgh," Daniel Fowler, R.C.A.; "The Edge of the Rocks," Robert Gagen, R.C.A.; "Old Kirby Mill, Brantford," John Sloan Gordon, "Snow," Lawren S. Harris; "My Old Montreal Model," Robert Harris, R.C.A.; "Anna," Prudence Heward; "Morning After Sleet," A. J. Jackson, R.C.A.; "Time," (water color), Charles W. Jeffray; "The Guide's Home," Arthur Lismer, A.R.C.A.; "Cattle by the Creek," J. E. H. MacDonald, A.R.C.A.; "Fishermen, Lake Ontario," Manly MacDonald, A.R.C.A.; "The Moose Country," Thomas Mower Martin, R.C.A.; "Head Chief of Blackfoot, Iron Shield, Irkimeuotani" (pastel), Edmund Morris; "Marine," (water color), L. R. O'Brien; "Mother Love," Paul Peel, R.C.A.; "Vacant Lots," George A. Reid, R.C.A.; "The Wind Flower," Lorna F. Reid; "Winter in the Harbor," Charles W. Simpson, R.C.A.

James S. McMillan, secretary of the arts section at the fair, has compiled a who's who of the artists whose works appear in the twenty-four from the National Gallery, Ottawa. The notes are taken from the National Art Gallery catalogue and are authoritative. The selections, with the title of some of the works follow:

Franklin Brownell—Born at New Bedford, Mass., U.S.A. Studied first at the Boston Museum of Fine Arts, under T. W. Irving, and later at the Julian Academy in Paris, under Tony Robert-Fleury and W. A. Bouguereau; studied also under Leon Bonnat. Came to Canada in 1886 as headmaster of the Ottawa Art School. Awarded a bronze medal at the Paris Exhibition of 1900. Elected R.C.A., 1895. Retired in 1919. "A Little Puritan."

William Brymner — Born at Greenock, Scotland, the son of the late Dr. Douglas Brymner, Dominion Archivist. Studied at the Julian Academy in Paris under Bouguereau and Tony Robert-Fleury, and also with Carolus Duran. Headmaster of the Montreal Art Association Schools for many years. Awarded a gold medal at the Pan-American Exhibition, Buffalo, 1901, and a silver medal at the Louisiana Purchase Exhibition at St. Louis in 1904. Elected R.C.A. in 1886, and P.R.C.A. from 1909 to 1917. "Evening."

Frederick S. Challener—Born at Whetstone, England. Came to Canada in 1883. Studied at the Ontario School of Art, Toronto, and under G. A. Reid, R.C.A. Elected a member of the O.S.A., 1890; A.R.C.A., 1890; and R.C.A., 1900. Awarded a bronze medal at the Pan-American Exhibition, Buffalo, 1901, and at the Louisiana Purchase Exhibition, St. Louis, 1904. Represented by mural decorations in many Canadian cities. "Wild Steeds of the Prairie."

William Henry Clapp—Born at Montreal, Canada. Studied first at the Montreal Art Association under William Brymner, R.C.A.; then went to Paris and Madrid, where he studied under Jean-Paul Laurens, Lucien Simon, Ernest Laurent, Laparre and Tony Robert-Fleury. Awarded the Jessie Dow prize, Montreal Art Association, 1908. Elected A.R.C.A., 1911.

EMILY COONAN

Born at Montreal, Canada. Studied under William Brymner, R.C.A., at the Art Association of Montreal. "The Green Balloon."

ERNEST G. FOSBERY

Born at Ottawa, Canada. Studied at the Ottawa Art School under Franklin Brownell, R.C.A., and in Paris under Fernand Cormon. Headmaster of the Art Students' League, Buffalo, 1907; and instructor of the Art Guild of Buffalo, 1910-11. Elected a member of the Union Internationale des Beaux-Arts et des Lettres, Paris, 1911; and A.R.C.A., 1912. Awarded medals for drawing and painting by the Department of Education, Ontario; Fellowship Prize, Buffalo, 1909; and the Society of Artists Prize, Buffalo, 1910.

DANIEL FOWLER

Born at Down, Kent, England. He was intended for the profession of law and was articled by his father in Doctors Commons. After his father's death he left his work and bound himself for three years to J. S. Harding, the water-color painter. Came to Canada in 1843, and taking a farm on Amherst Island, near Kingston, he occupied himself with agriculture.

After a visit to England in 1857, he again took up painting and in his later years did a great deal of work of a wide variety. In 1886 he received a diploma medal at the Colonial and Indian Exhibition. Elected a charter member of the R.C.A., 1880. "Street in Edinburgh."

ROBERT F. GAGEN

Born in London, England. Came to Canada in 1862 with his parents, who settled in Huron County. Studied in London, England; and in Canada with W. N. Cresswell, R.C.A., and J. A. Fraser, R.C.A. Elected a charter associate member of the R.C.A., 1880; and R.C.A., 1919. Charter member of the O.S.A., 1872, and secretary since 1889. Commissioner of Fine Arts, Canadian National Exhibition since 1912. Awarded honorable mention at the Pan-American Exhibition, Buffalo, 1901. "The Edge of the Rocks."

JOHN SLOAN GORDON

Born at Brantford, Ont. Studied at the Julian Academy in Paris under Benjamin Constant and Jean-Paul Laurens. Elected a member of the O.S.A., 1899. Director of the Art Department of the Technical and Art School, Hamilton, Ont. "Old Kirby Mill, Brantford."

LAWREN S. HARRIS

Born at Brantford, Ont., Canada. Studied in Germany and in other European countries. Member of the O.S.A. "Snow."

ROBERT HARRIS

Born in the Vale of Conway, North Wales. Came to Canada with his parents, who settled at Charlottetown, P.E.I. Studied in London, at the Slade School of Art under Professor Legros; in Paris under Leon Bonnat; and also in Madrid, Rome, Munich, Holland and Belgium. Charter member of the R.C.A., 1880, and president from 1893-1905; also a member and past-president of the O.S.A. Awarded a medal at the World's Fair at Chicago, 1893; gold medal at the Pan-American Exhibition at Buffalo, 1901; honorable mention at the Paris Exhibition, 1900; and gold and silver medals at the Louisiana Purchase Exhibition at St. Louis, 1904. Created C.M.G., 1902.

ALEXANDER Y. JACKSON

Born at Montreal, Canada. Studied first at the evening classes of the Council of Arts and Manufacturers, Montreal, under Edmond Dyonnet, R.C.A.; later at the Art Institute, Chicago, under Clute and Richardson; and at the Julian Academy in Paris, under Jean-Paul Laurens. Elected a member of the O.S.A., 1914; A.R.C.A., 1914; and R.C.A., 1919. Served with the Canadian army in France, first in the infantry and later as official artist for the Canadian War Memorials.

PRUDENCE HEWARD

Born in Montreal. Studied art under William Brymner, R.C.A., and R. S. Hewton, A.R.C.A., also in Paris under Charles Guerin. Awarded scholarship for drawing and painting by Art Association of Montreal. Awarded first prize in His Excellency's Fine Arts Competition, 1929, for her oil painting, "Girl on a Hill."

CHARLES JEFFERYS

Born at Rochester, England. Came to Canada in 1881, and settled in Toronto. Studied under G. A. Reid, R.C.A., and C. M. Manly, A.R.C.A. President of the Graphic Arts Club 1903-4. Member of the Canadian Society of Applied Art. "Time."

ARTHUR LISMER

Born at Sheffield, England. Studied first at the Sheffield School of Art, where he was awarded a scholarship; later, at the Academie Royale des Beaux-Arts, Antwerp. Came to Canada in 1911. A member of the O.S.A. and the Society of Graphic Art, Toronto. Elected A.R.C.A., 1919. Vice-principal of the Ontario College of Art, Toronto. Represented in the collection of the Ontario Provincial Government. Worked for the Canadian War Memorials during the war, depicting the naval activities at Halifax.

J. E. H. MACDONALD

Born at Durham, England. Came to Canada in 1887. Studied at the Hamilton Art School and the Ontario School of Art, Toronto. Elected a member of the O.S.A., 1909, and A.R.C.A., 1912.

MANLY MACDONALD

Born at Point Anne, Ontario. Studied at the Ontario College of Art under J. W. Beatty, R.C.A., and G. A. Reid, R.C.A.; at the Albright Art School, Buffalo, under Ernest Fosbery, A.R.C.A., and at the Boston Museum of Fine Arts, under Paxton and Hale. Elected A.R.C.A., 1919; and a member of the O.S.A., 1918. Worked for the Canadian War Memorials during the war, depicting women's work on the land. Awarded the National Gallery Traveling Scholarship, 1918.

THOMAS MOWER MARTIN

Born in London. Studied in England, but mainly self-taught. Came to Canada in 1862. Charter member of the O.S.A., 1872, and of the R.C.A., 1880. Member of the R.B.C., president of the first organization of artists in Toronto, and the first director of the Ontario Government Art Schools.

EDMUND MONTAGUE MORRIS

Born at Perth, Ontario, Canada, the son of the Hon. Alexander Morris, P.C., D.C.L. Studied in Toronto with William Cruikshank, R.C.A.; at the Art Students' League in New York, and at the Julian Academy and the Ecole des Beaux-Arts in Paris. Painted many portraits of Indian types for the Canadian Provincial Governments. Elected A.R.C.A., 1897. Member of the O.S.A., 1905-1907.

LUCIUS R. O'BRIEN

Born at "The Woods," Shanty Bay, Ontario, the son of Lieut.-Col. O. S. O'Brien. Educated at Upper Canada College and entered an architect's office in 1847. Subsequently studied and practised as a civil engineer. A charter member of the O.S.A., 1872, and vice-president, 1873-1880. Charter member of the R.C.A., 1880, and its first president, serving from 1880-1890.

PAUL PEEL

Born at London, Ontario, Canada. Studied first at the Pennsylvania Academy of Fine Arts for three years. Went to the Royal Academy Schools in London for a year and then to Paris, when he worked under Gerome, Lefebvre, Boulanger, Doucet and Benjamin Constant, remaining with the last named for five years. In 1889 his picture, "Life Is Bitter," was awarded an honorable mention at the Salon, and in 1890 his "After the Bath" was awarded the gold medal of the Salon and afterwards was bought by the Hungarian Government. A picture called "Boy and Dog" was bought H.M. Queen Alexandra. He returned to Canada for a short time and held a sale of his pictures in Toronto. Later he returned to Paris, where he died. His art was French, both in spirit and technique. He loved to paint children, but he also painted landscapes with a fine sense of color and light. Elected R.C.A., 1890.

GEORGE AGNEW REID

Born at Wingham, Ontario. Studied first at the Ontario School of Art, Toronto, and later at the Academy of Fine Arts, Philadelphia, under Thomas Eakins. Went to Paris, entering the Julian Academy and working under Benjamin Constant; also studied at the Prado Museum, Madrid. Elected R.C.A. 1890, and president, 1906-1909. A member of the O.S.A., 1886, and president, 1897-1901. Awarded medals at the World's Fair, Chicago, and Louisiana Purchase Exhibition at St. Louis, 1904. Canadian representative on the Jury of Awards at the Pan-American Exhibition, 1901. Principal of the Ontario College of Art.

LORNA FYFE REID

Born at London, Ontario, Canada. Studied with F. McGillivray Knowles, R.C.A., in Toronto, and at the Art Students' League in New York, under Keneth Miller. Member of the Pen and Brush Club and National Arts Club, New York.

CHARLES WALTER SIMPSON

Born at Montreal, Canada. Studied at the Art Association of Montreal under William Brymner, R.C.A., Edmond Dyonnet, R.C.A., and Maurice Cullen, R.C.A., and at the Art Students' League in New York under G. B. Bridgman and W. A. Clark. Elected A.R.C.A., 1913.

NATIONAL MAP OF CANADA

The area of Canada is calculated to be 3,684,723 square miles, an area greater than that of Europe. Of this area only a small fraction has been adequately mapped. The Topographical Survey Department of the Interior is engaged in mapping portions of the country and is issuing as rapidly as possible sheets of the National Topographic map of Canada. During 1926 four such sheets were published, nine in 1927, eleven in 1928 and seventeen in 1929.

BRITISH COLUMBIA A MIXED FARMING AREA

Province Offers Wide Range of Possibilities—Dairy, Fruits and Poultry Raising

British Columbia, with its wide scope of varying conditions, presents opportunities favorable for the production of any class of livestock. On Vancouver Island, the Gulf Islands, the Lower Mainland and certain portions of the Interior, intensive farming is carried on, which lends itself to dairy farming; while on the extensive grazing areas are to be found ranches of varying size up to those maintaining many thousands of sheep and beef cattle.

The total dairy products in 1918 amounted in value to $5,594,093, and in 1928 it had increased to $12,934,156. These figures show the steady increase in the value of manufactured dairy products in British Columbia.

Every variety of fruit common to the temperate zone can be grown to perfection in the province. The small fruits of Vancouver Island and the Lower Mainland, the apples of the Okanagan Valley and the cherries of the West Kootenay are favorably known over a wide range of markets. The total volume of fruit production is increasing steadily as will be seen from the figures of 1918 and 1928. In 1918 there were 3,369 cars shipped, and in 1928, 8,269 cars.

Poultry raising is one of the most attractive branches of agricultural activity in British Columbia, and, while it is one of the best paying side lines on the farm, many are specializing in the business with marked success. The industry has increased by nearly five million dollars in the last ten years.

TO ILLUSTRATE DIAL SYSTEM AT THE FAIR

B.C. Telephones Installing Demonstration Booth in the Manufacturers' Building at Willows

Victoria residents' first opportunity to learn how to use the dial telephones, which will be placed in use here late this year, will come when the B.C. Telephone Company opens its demonstration booth at the Exhibition next week.

The company has taken space in the Manufacturers' Building and workmen have been busy installing a model dial telephone system. A staff of demonstrators will be on hand to show visitors how the dial telephones operate. The company is stressing the point that while the apparatus necessary in the central exchange to give dial service is complicated, the actual dialing by the telephone users is simple and easily learned.

As visitors to the booth place telephone calls by means of the dial telephones they will be able to look through glass windows at the intricate electrical equipment which can be seen obeying the commands of the dials. This mechanism is the same, though on a smaller scale, as that which is being installed in the central exchange on Blanshard Street.

While the demonstration booth at the Exhibition is the first step which the company is taking to educate the public in the use of the dial telephones, it is by no means the last. Before long a corps of demonstrators will commence the work of visiting the premises of all telephone subscribers in the city in order to explain dial operation to them. Demonstrations will also be given in the schools and a downtown demonstration office will be opened.

HURRYING THE VEGETABLES

To encourage early ripening of tomatoes, cucumbers, melons, pumpkins and similar rank-growing vegetables, nip off the end of the main stem. In the case of tomatoes, the stem should be pinched off when it has reached the top of the stake supporting, as otherwise no ripe fruit will be secured from flowers opening now. It is also a good plan with all these vegetables or fruits to remove some of the leaf growth to let in the sun. To mature melons evenly, particularly in wet weather, it is often worth while to place a shingle or thin piece of board under the melon and to turn the fruit a little every day to prevent rotting and to insure even ripening.

When the onion tops wilt and turn yellow, it is time they were harvested. While the weather is hot and dry pull up and let lie on the ground for a day or two and then store in some place that is cool and most certainly dry. Sort well before putting away, removing any diseased specimens and setting aside those with thick necks, which should be used up first.

If your beans are being attacked with the disease which shows itself in black spots on the pods, anthracnose is present. Keep out of the patch when the vines are wet with dew or rain and remove all plants with affected pods and destroy.

SALADS FROM FALL GROWTH

In the average garden by this time the supply of salad material, such as lettuce and cress, will be running rather short. In more temperate regions of Canada there is no reason why a Fall crop of material should not be produced from endive, which comes in two types, broad leaf and curled. Both are good growers and should be tied up for blanching. They need rich soil and plenty of water. Chinese cabbage also goes in about this time. Serve all these things like lettuce with some sort of a salad dressing.

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—HBC Exhibit, Manufacturers' Building

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All the town will flock to the great event . . . thronging the Exhibition Buildings . . . crowding down the midway. Join in the fun . . . thrilling rides skyward . . . the lure of a game of chance . . . see the display at the motor show, 1931 models.

Art Exhibits

In addition to the local talent of arts and crafts a special exhibit has been sent from the National Gallery of Canada, Ottawa, which alone makes it worth coming miles to see.

ADMISSION

Afternoon . . . 50c Evening 25c

School Children Under Twelve FREE

Gates Open 8 A.M. to 11 P.M.